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ONE SHILLING.

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THE FIRST OF THE MEMORIAL PLAQUES TO BE PRESENTED TO THE NEXT-OF-KIN OF ALL OUR "GLORIOUS DEAD"—
INSCRIBED WITH THE NAME OF LORD KITCHENER.

It was fitting that the first of the memorial plaques to be cast for presentation to the next of kin of all our "glorious dead" should bear the name of Britain's greatest soldier who gave his life to the cause of "freedom and honour." It was on June 5, 1916, that Lord Kitchener went down in the cruiser "Hampshire" while on his way to Russia. At the time his loss appeared irreparable, but he had done his greatest work, and the

forces which he set in motion moved onward, animated by his indomitable spirit, through three more years of stress to ultimate victory. A memorial plaque similar to his, except for the name, is to be presented to the next-of-kin of every member of His Majesty's Forces who fell in the war. The plaques measure four and three-quarter inches in diameter.



BY G. K. CHESTERTON.

THE old Puritans attacked Christmas in its totality; the new Puritans attack it in detail, and bit by bit. Moderns have not the moral courage, as a rule, to avow the sincere spiritual bias behind their fads; they become insincere even about their sincerity. Most modern liberalism consists of finding irreligious excuses for religious bigotry. The earlier type of bigot pretended to be more religious than he really was. The later type pretends to be less religious than he really is. He does not wear a mask of piety, but rather a mask of impurity—or, at any rate, of indifference. He is in a double sense in masquerade, for his mummery follows a fashion of merriment. He wears a coloured domino over his black Puritan dress. He adopts all sorts of mundane and merely utilitarian arguments to support his sombre traditions. Sabbatarianism is defended as merely part of the problem of labour and leisure. Gambling is discouraged because it involves the danger of losing. The only honourable case against gambling is that it involves the danger of winning. Wine is not frankly condemned because it is festive, as by a sincere asceticism; it is analysed as "alcoholic" by a cheap and very changeable popular science. Even war has been condemned not as wicked, but as unremunerative, for Mr. Norman Angell's argument against arms rested rather on the latter than the former objection. To some of us the argument will seem insufficient, since it only proves to be unproductive the fights that would in any case be unjustifiable, and does not even affect the only fights that could ever be justifiable. We are not concerned to learn that it does not pay to be a pirate; and we always knew that it does not pay to be a patriot. But in any case all these arguments are

alike in avoiding the old direct religious challenge of right and wrong; and falling back on certain particular and practical objections, which vary with the various cases. They are all alike in waging with secular weapons what is still really a spiritual war. For its motive is still as moral and religious as in that earlier century when the iconoclasts led what we may almost call a crusade against the Cross.

In the special case of Christmas, at any rate, it is true to say that the modern attack is made on separate items *seriatim*. It is obvious enough that if we take a collection of the actual Christmas customs, as practised by our fathers or as practised when we ourselves were children, we shall find that modern ingenuity has made up a new objection to each of these old things. It is unnecessary to point out that the wassail-bowl is an object of disapproval to the Prohibitionist, or that the turkey is an object of compassion to the vegetarian. The spread of such sensibility has not yet, perhaps,

induced any vegetarian to shed tears over the fate of the plum-pudding; but it would certainly lead a Prohibitionist to desire to shed on it something different from burning brandy. All that was regarded very recently as humanity has thus been condemned by humanitarianism. The moral tales of our immediate ancestors might well now have exactly the opposite moral. Some of our more advanced ethical teachers might well write a new version of "The Christmas Carol"—a sort of Anti-Christmas Carol. For the drama of Dickens might well appear to them not a comedy of conversion, but a tragedy of apostasy. The story would start with Scrooge as a lofty and idealistic vegetarian, partaking of a pure and hygienic diet of gruel. It would end with the same Scrooge, now degraded by superstition, and engaged in a cannibal conspiracy for the assassination of a turkey. It would exhibit that maniac as so morally depraved as to entrap even a small boy out of the streets and make him a tool in

called by a rather clumsy German word for "extra-belief"—all that fringe of mere fancy that is attached to faith, and yet is detachable from it. It also involves the same truth by a test that is material, apart from that other test which some would call mystical, and others only mythical. Whether or no the saint exists, there is no doubt that the stocking exists. Somebody fills the stocking; and the critic could learn something here if he merely emptied the stocking. For it is not only to the stocking itself, but to almost everything in the stocking, that the priggish and progressive person might raise an objection. Suppose, for instance, that the child has received as a Christmas present a box of tin soldiers or a toy cannon. Many modern intellectuals would instantly tear it away from the screaming infant, on the ground that it was an incitement to militarism. I do not know whether they would or would not be careful to replace it by a box of little tin figures representing conscientious objectors in conspicuous mufti. I cannot say whether the child would be adequately consoled even with a working model of tin Quakers rebuilding tin houses in Belgium, or even with a pageant confined to ambulance and medical services. But, as some pacifists not only refused to inflict wounds, but refused to bind them up, not only refused to kill men, but refused to cure them—and that simply and solely because it involved working with a military unit—it would seem that they objected not so much to war as to wearing uniforms. In that case, they might well maintain that tin soldiers are as alarming as living ones.

All this is obvious enough, and could be applied to most things in turn. The next thing in the stocking might be a

Noah's Ark, which would raise in a painful fashion the question of religious education, of the Bible or the Priest in the schools. But all these obvious things are worth noting for the sake of one very simple question. It is not wonderful, whether or no it is wise, that men should rebel periodically against the dogmas and disciplines of mankind. But surely there is something wrong when they rebel against its liberties and relaxations. These Christmas customs were created and combined by men not to defend ideal doctrines or necessary distinctions, but to express their broadest brotherhood and their most boisterous exultation. Something is wrong with a trend of thought that hates even the holidays of man. Something is wrong when the Saturnalia is more condemned than the Slavery. And I suspect that the vanguard of progress has managed somehow to lose its way, and only hears faintly and afar off the songs and music of the real march of mankind—a din in the distance, going down the King's highway.



CARDINAL MERCIER HONOURED BY THE FRENCH ACADEMY OF MORAL AND POLITICAL SCIENCE:

LISTENING TO AN ADDRESS FROM THE CHAIR.

Cardinal Mercier, the famous Primate of Belgium, was recently elected to the French Academy of Moral and Political Science, which forms part of the Institute of France. On December 13 he was ceremonially received at a meeting of the Academy in Paris, and made an eloquent address on the victorious struggle of the Allies, under French leadership, "for the rescue of the beauties of Christian civilisation from the claws of a nation of prey."

Photograph by Topical.

the consummation of the crime. It would represent him as driving his very employees deeper into the mire of such immorality, and making the cannibalistic family of Cratchit more cannibalistic than before. Eugenics, which often form a part of such ethics, might here suggest a thoughtful passage about the mistake made in the birth of Tiny Tim, and the desirability of correcting that mistake with all speed in some quiet and painless fashion. Anyhow, a large number of highly modern morals might be drawn from the new story. Moreover, it would end miserably; which would also suit the bright, progressive spirit of the future.

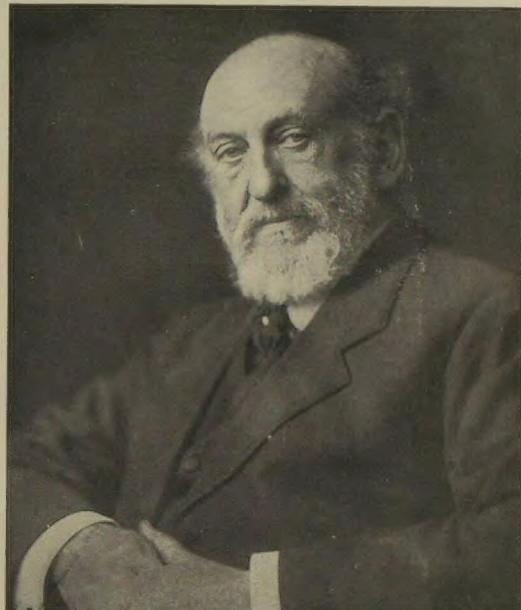
It is equally clear that this detailed destruction can be carried into almost every detail. It is not only true, for instance, that the whole legend about Santa Claus coming down the chimney and the child hanging up the stocking raises the whole question which moderns least understand. It is that which Matthew Arnold

PERSONALITIES OF THE WEEK: DEATHS: AND A RESIGNATION.

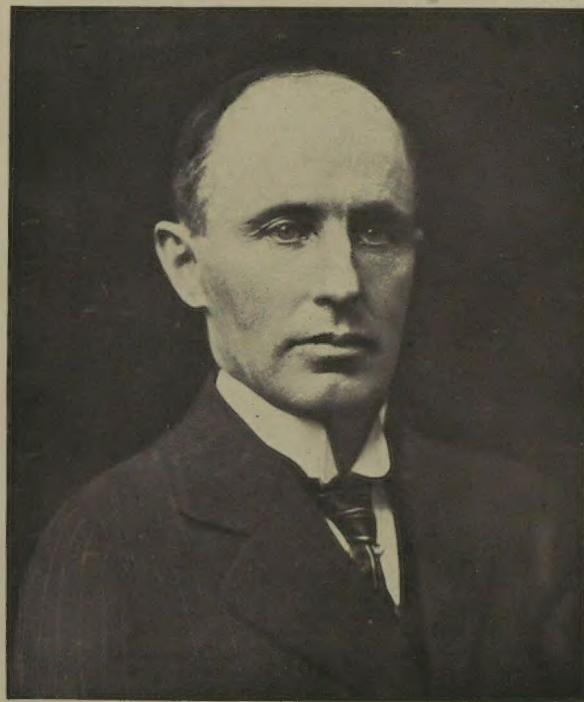
PHOTOGRAPHS BY LAFAYETTE, SWAIN, RUSSELL, AND VANDYK.



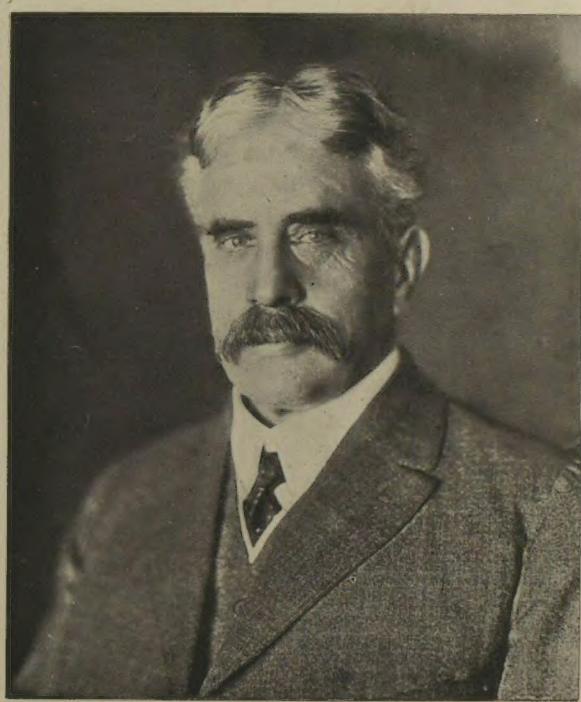
A DISTINGUISHED ADMIRAL, AND GENTLEMAN USHER OF THE BLACK ROD: THE LATE SIR HENRY STEPHENSON.



A GREAT BUILDER OF DOCKS AND HARBOURS: THE LATE SIR JOHN JACKSON, THE CONTRACTOR.



MENTIONED AS LIKELY TO SUCCEED SIR ROBERT BORDEN: MR. ARTHUR MEIGHEN, CANADIAN MINISTER OF THE INTERIOR.



COMPELLED BY ILL-HEALTH TO RESIGN THE PREMIERSHIP OF CANADA: SIR ROBERT BORDEN.

Admiral Sir Henry Stephenson, who died on December 16 at the age of 77, had been Gentleman Usher of the Black Rod since 1904, when he retired from the Navy after fifty years of distinguished service. He fought in the Crimea, China, the Indian Mutiny, against the Fenians in Canada, and in the Egyptian War of 1882. In 1875-6 he commanded the "Discovery" in the Arctic Expedition under Sir G. Nares. King George, as Lieutenant, served under him in the "Dreadnought."—Monuments to Sir John

Jackson, who died suddenly at Godalming, on December 15, "exist in the great engineering works which he constructed in many parts of the world. His greatest work in this country was the extension of the Admiralty docks at Keyham, Devonport."—It was stated recently that Canadian Unionists would meet on January 8 to choose a successor to Sir Robert Borden, he being obliged by ill-health to resign the Premiership. Mr. Arthur Meighen was mentioned as one who might be chosen.

"HAMLET" AT COVENT GARDEN: A CHRISTMAS PRODUCTION.

PHOTOGRAPHS BY MALCOLM ARRUTHNOT.



THE BOXING NIGHT PRODUCTION OF "HAMLET": MR. MARTIN HARVEY AS HAMLET AND MR. HARVEY BRAEAN AS THE GHOST.



THE DEATH SCENE: (LEFT) MR. FRED ROSS AS CLAUDIUS; MR. MARTIN HARVEY AS HAMLET; (CENTRE) MISS MIRIAM LEWES AS GERTRUDE.

An interesting event of the Christmas theatrical season is Mr. Martin Harvey's revival of "Hamlet," arranged to be produced on Boxing Night at Covent Garden. The company is a strong one, and includes, besides the principals mentioned above, Miss N. de Silva as Ophelia, Mr. H. O. Nicholson as Polonius, Mr. A. B. Imeson as Horatio, Mr. Donald

Calthrop as Osric, Mr. Wilfred Fletcher, Mr. Fred Grove as First Grave Digger, and Mr. Robert Gordon Craig (grandson of Miss Ellen Terry) as Fortinbras. The play is ended with the arrival of Fortinbras, as in the case of Sir Johnston Forbes Robertson's revival. The scenery, as our photographs show, is of the plain order.

CHRISTMAS MUMMERS IN LONDON STREETS: A MYSTERY PLAY.

PHOTOGRAPHS BY G.P.U. AND TOPICAL.



ST. GEORGE SLAVING THE TURKISH KNIGHT IN A STREET OFF THE STRAND: A PERIPATETIC PERFORMANCE OF "ST. GEORGE AND THE DRAGON."



PERFORMED IN THE STREETS OF THE WEST END BY THE LIGHT OF CHINESE LANTERNS: "ST. GEORGE AND THE DRAGON."

The League of Arts has given a picturesque mediaeval touch to the Christmas festivities this season by organising a company of strolling players to give open-air performances, after the manner of the old mystery plays, in the streets of London. On the evening of December 17, the Christmas Mummers gave their first performance, of "St. George and the Dragon," in various streets from the Strand to Kensington. The Dragon himself

was slain somewhere in the West End. The company arranged to meet on the 18th, 20th, 22nd, and Christmas Eve, at Whitefield's Tabernacle in Tottenham Court Road. On the 18th the "stages" selected were: at 7.30 p.m., Bloomsbury Square; at 8.15 p.m., Russell Square; 9 p.m., Torrington Square. Other performances were arranged in different parts of London, and it was hoped to "close the season" on New Year's Eve.

BY THE "LUSITANIA" MEDALLIST: POST-ARMISTICE GERMAN SATIRE.



WITH JOHN BULL SEARCHING HIS POCKETS AND UNCLE SAM TYING HIS FEET: THE GERMAN MICHAEL STRANGLED—OBVERSE.

THE adjoining medal is of bronze, about $2\frac{1}{2}$ inches in diameter. The obverse (on the left) shows the symbolic German Michael, in his traditional cotton cap, lying strangled, with Foch pressing his chin back with a rifle, John Bull searching his pockets, and Uncle Sam tying his feet together. The inscription above reads: "Armistice terms, 11 Nov. 1918," and below, "The word is with Foch." On the reverse are some fifteen clenched fists, shaken in the air, with the words: "A nation of 70 millions suffers but does not die."



GERMANY'S UNMAILED FISTS: "A NATION OF SEVENTY MILLIONS SUFFERS BUT DOES NOT DIE"—REVERSE.



SERAJEVO AND VERSAILLES: "JUNE 28 THE ANNIVERSARY OF TWO WORLD CRIMES, 1914-1919"—OBVERSE.



THE TREATY OF VERSAILLES: "THE HISTORIC GOLD PEN WHICH THE GERMANS DID NOT USE"—REVERSE.

THE reverse (joining) of this bronze medal has in the centre a large goose-quill dipped in an ink-pot, with a page from the Versailles Treaty bearing the signatures of President Wilson, Mr. Lloyd George, M. Clemenceau, Hermann Müller, and Dr. Bell, and the date, 1919. Round the top and continued below is an inscription: "The historic gold pen which the Germans did not use."



THE MARTYRDOM OF GERMANIA: A BRONZE MEDAL ABOUT $3\frac{1}{2}$ INCHES IN DIAMETER, INSCRIBED "GERMANY'S HOLY FRIDAY, 1919"—OBVERSE.

Even in defeat German satire, of the usual coarse type, has not ceased to find expression in the form of medals, as it did during the period of German success. The medals reproduced here are the work of Karl Goetz, of Munich, the author of the infamous "Lusitania" medal, which will remain for all time as a self-revelation of German mentality. If his post-Armistice medals represent popular German feeling to-day, they indicate a spirit of arrogant impenitence posing as an ill-used victim. The largest of the three (that at the foot of the page) shows on the obverse (left) a colossal figure of Germania, nude save for a rag of loin-cloth which a labourer strives to tear away.

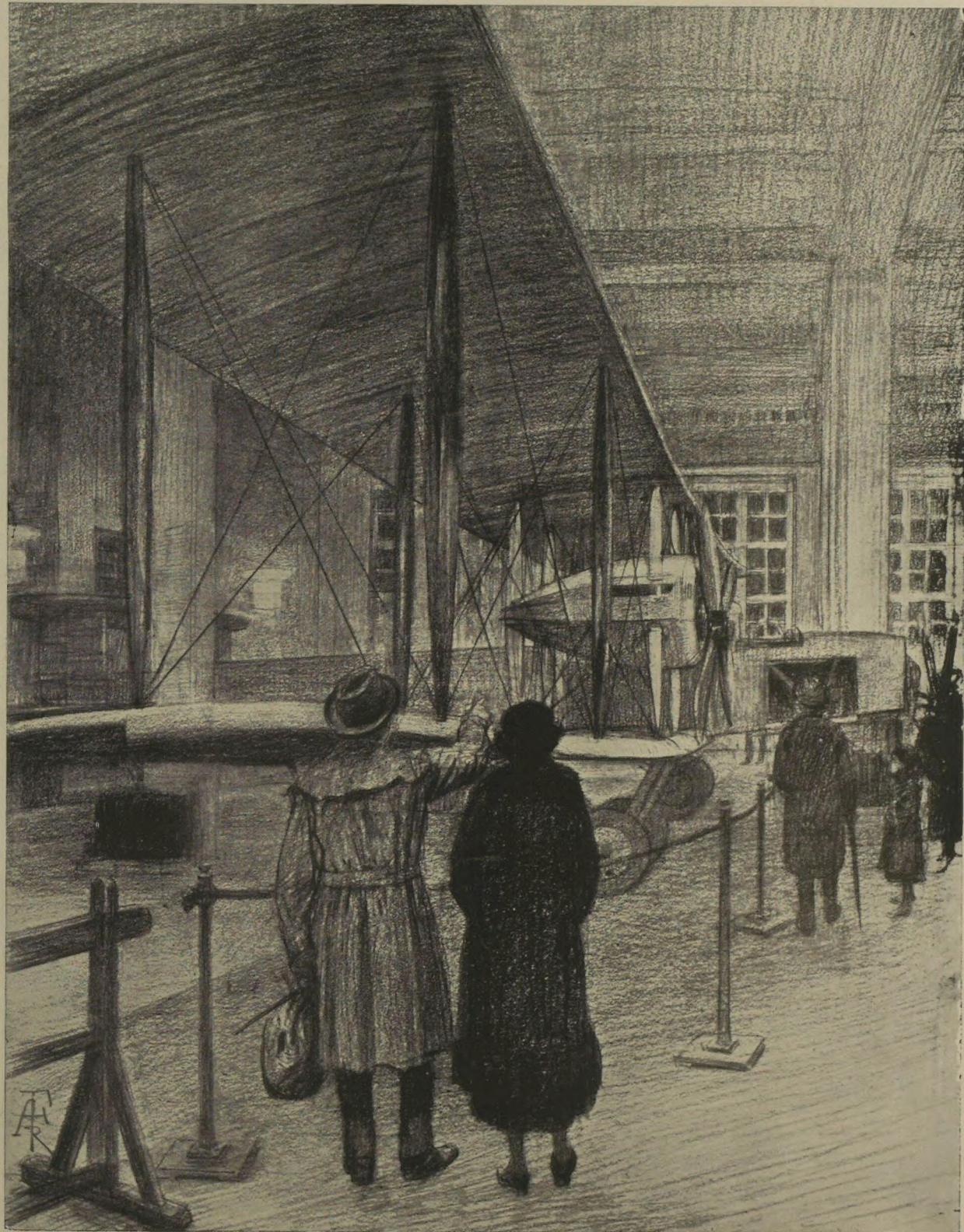


THE "BIG FOUR" DIVIDING THE WORLD, AND THE WRITING ON THE WALL: (L. TO R.) LLOYD GEORGE, CLEMENCEAU, WILSON, ORLANDO—REVERSE.

Her feet are manacled and weighted. To her left a man resembling the late Kurt Eisner, temporarily President of the Bavarian Republic, is holding up a placard inscribed with the word "schiuld," while a third raises a pole with a sponge soaked in vinegar. Behind is a mob with the banner of a General Strike. The inscription is "Germany's Holy Friday." On the reverse side are figures (left to right) of Mr. Lloyd George, M. Clemenceau, President Wilson (seated), and Signor Orlando (the Allies' "Big Four") mapping out the new world, while above a cloudy hand is writing on the wall the word "Bolshevism" in letters of fire.

COLLECTING KNOWLEDGE FOR THE FUTURE: MUSEUM AIR RELICS.

DRAWN BY A. FORESTIER.



SIR JOHN ALCOCK'S TRANSATLANTIC MACHINE AT SOUTH KENSINGTON—PRESENTED TO THE NATION BY MESSRS. VICKERS AND ROLLS-ROYCE AT THE OPENING OF THE AERONAUTICS EXHIBITION.

The authorities entrusted with the collection of historic models and relics recording the progress of aviation display a wise and discriminating foresight. Instead of waiting for such objects to come their way months or years after the event, they take steps to acquire them at once for the national archives. A case in point is that of the aeroplane in which the first direct flight across the Atlantic was made, by Sir John Alcock and Sir Arthur Whitten Brown. The machine, a Vickers-Vimy-Rolls-Royce, has been

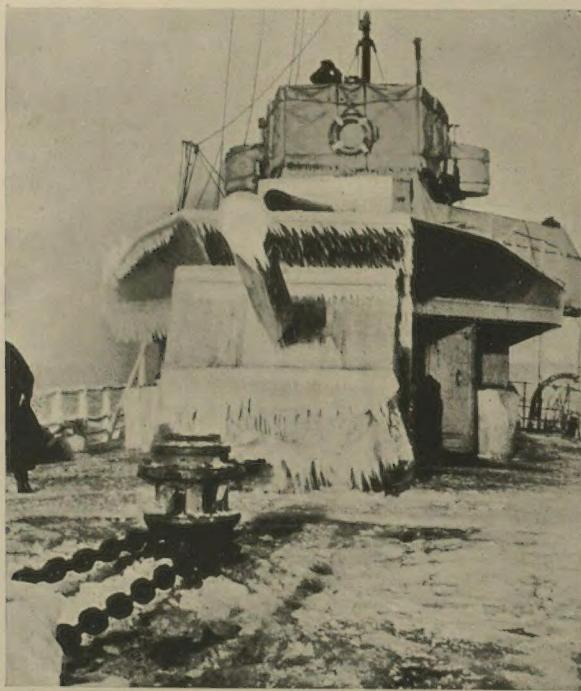
generously given to the nation by Messrs. Vickers and Messrs. Rolls-Royce, the builders of the aeroplane and the engine respectively. The presentation took place on Dec. 15, at the opening of the Aeronautics Exhibition in a gallery of the Science Museum at South Kensington. Mr. Douglas Vickers mentioned that the aeroplane was a war-machine, one of a large number designed for the bombing of Berlin. The Exhibition contains many other interesting items.—[Drawing Copyrighted in the United States and Canada.]

IN THREE ELEMENTS: A BONFIRE; ICE; A BANK SAFE'S METAL DOOR.

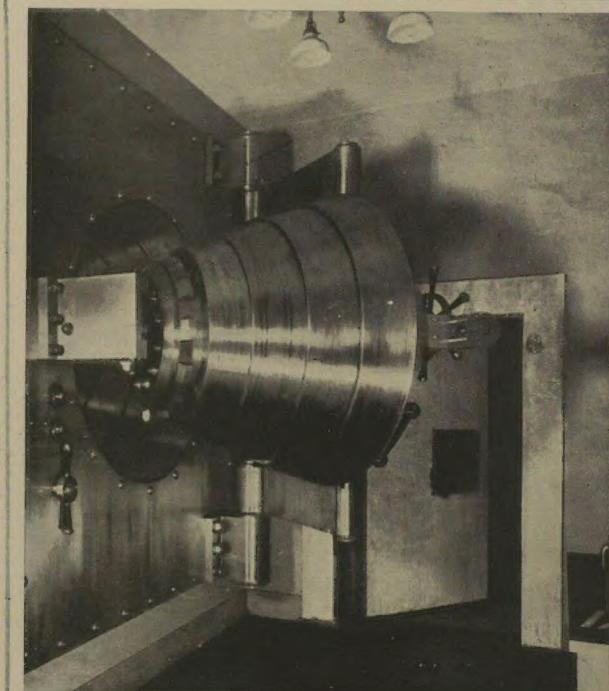
PHOTOGRAPHS BY C.N. AND CRIBB, SOUTHSEA.



FORMERLY WRAPPED IN MYSTERY, BUT NOW OF NO IMPORTANCE: A BONFIRE OF SECRET DOCUMENTS AT THE BREAKING UP OF THE BRITISH G.H.Q. IN FRANCE—WITH A GERMAN PRISONER TAKING PART.



FROZEN SPRAY EFFECTS ON A BRITISH DESTROYER HOME FROM THE BALTIC: H.M.S. "VICEROY"—LOOKING AFT.



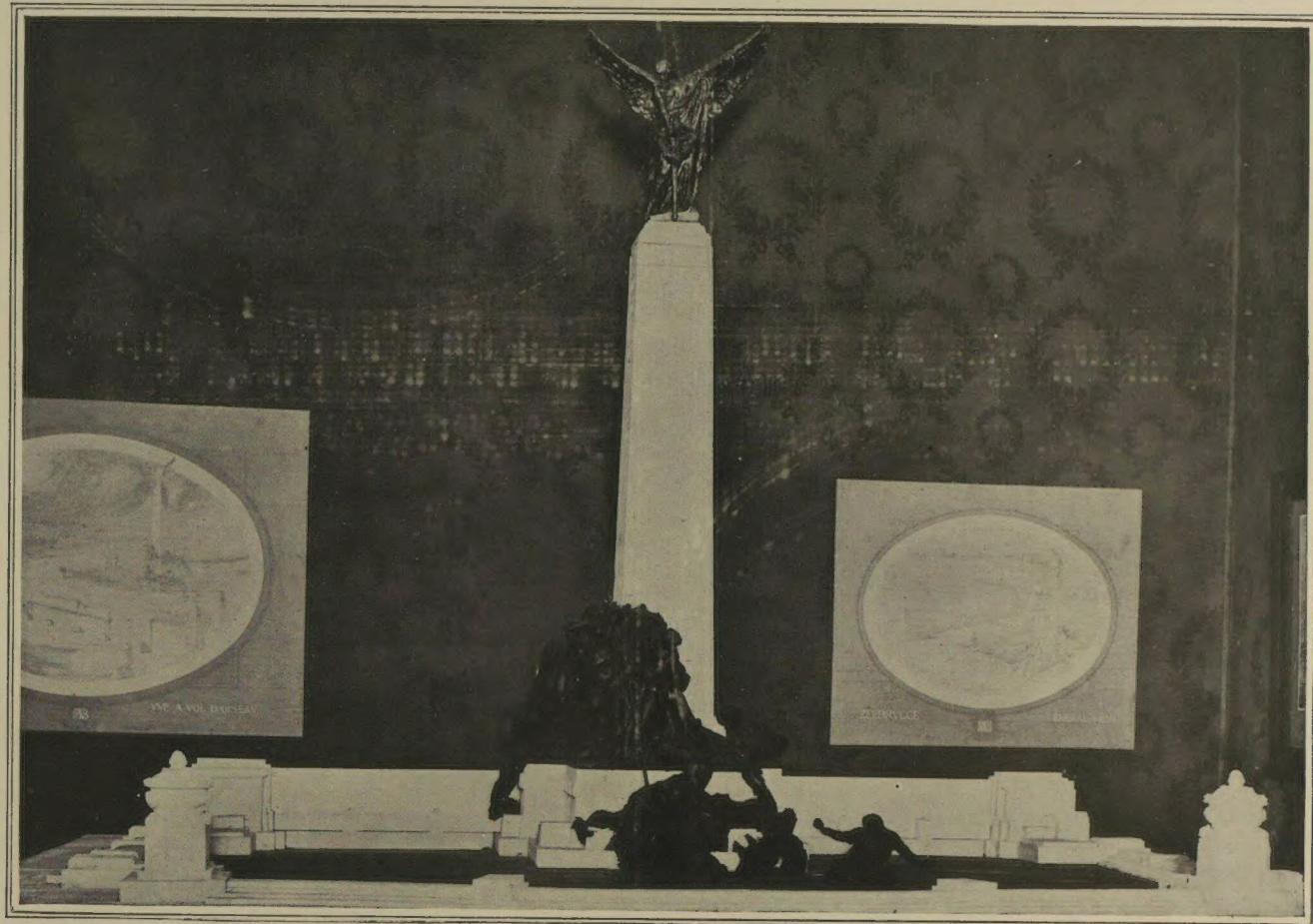
LIKE THE BREECH-BLOCK OF A BIG GUN: A SAFE-DOOR WEIGHING 25 TONS—A HARD NUT FOR BANK BURGLARS.

The upper photograph shows a bonfire being made of various war documents, at one time profound secrets of vital importance, with other things of no further use, at the breaking up of the British Army's General Headquarters in France, to avoid waste of time and transport in bringing the articles home. The chief clerk is seen stirring up the fire, and a German prisoner (third from right)—one of a gang employed in burning camp rubbish—is an interested spectator.—The left-hand illustration below shows some curious effects produced by sheets of frozen spray on board H.M.S. "Viceroy," one of the famous "V"

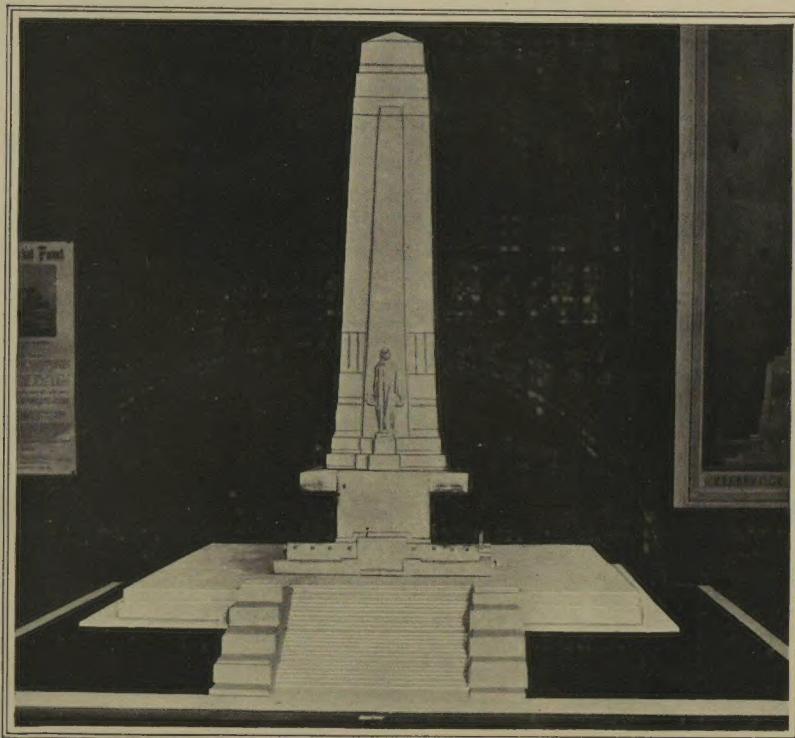
class of British destroyers, just arrived home for Christmas from the Baltic. It will be observed that the spray froze only on the starboard side (on the left, looking aft), the port side, on which the sun had shone, being quite clear of ice. Particularly noticeable is the slanting row of icicles on the gun-shield, formed as the spray was dripping off.—The right-hand photograph adjoining is of interest in view of the recent outrages on banks. It presents a problem which even the scientific burglar might find it hard to solve. The central object is the emergency door of the Money Trust Company's vault in New York.

THE ZEEBRUGGE MEMORIAL: THE WINNING DESIGN AND THE NEXT TWO.

PHOTOGRAPHS BY TOPICAL.



AWARDED THE FIRST PRIZE OF £200: THE WINNING DESIGN, BY M. A. DUPONT, SCULPTOR, AND M. J. SMOLDEREN, ARCHITECT, FOR THE MEMORIAL TO THE BRITISH FORCES AT ZEEBRUGGE.



AWARDED THE SECOND PRIZE OF £150: A DESIGN BY MESSRS. W. REID DICK, SCULPTOR, AND T. S. TAIT, A.R.I.B.A., ARCHITECT.

Mr. Herbert Samuel opened on December 16, at the premises of the Royal Institute of British Architects, at 9, Conduit Street, Hanover Square, an exhibition of models of designs submitted in the competition for the proposed memorial to the British forces to be erected at Zeebrugge. The winning design was that of a Belgian sculptor, M. A. Dupont, in conjunction with M. Smolderen, as architect. It consists of a central column to be constructed in bronze, surmounted by a figure of St. George, and

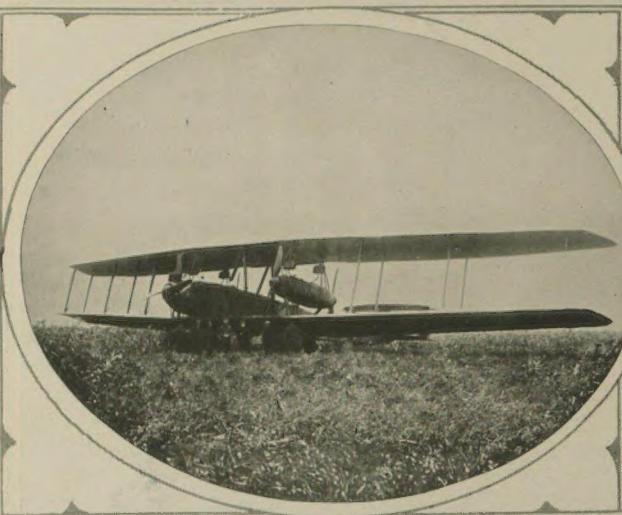


THIRD PRIZE: A DESIGN BY MESSRS. B. CLEMENS, SCULPTOR, AND E. T. FOMLIN, ARCHITECT.

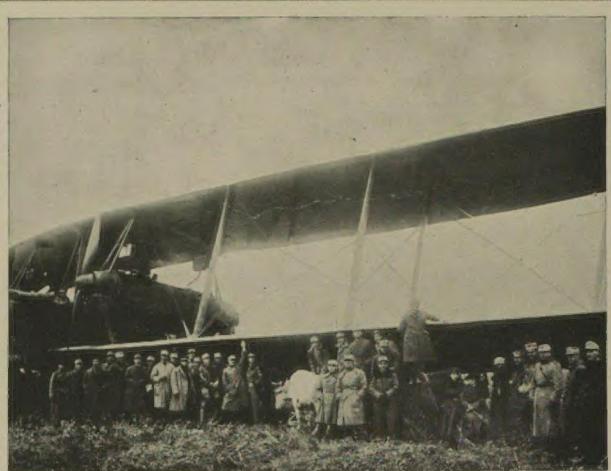
occupying the middle of a basin bounded by steps on three sides. On the side facing the sea will be a large wall, inscribed with the names of the war-ships which took part in the action commemorated by the monument. The famous naval raid on Zeebrugge, by the "Vindictive" and other ships, took place, it may be recalled, on April 22, 1918, and on May 9 the "Vindictive" was sunk to block the harbour at Ostend.

BY AIR, ROAD, AND RIVER: A DISASTER AND SOME ACHIEVEMENTS.

PHOTOGRAPHS BY I.N.A., PHOTOPRESS, AND TOPICAL.



SAID TO HAVE CARRIED A BANK-NOTE PRINTING PRESS AND TREASURE FOR THE BOLSHEVISTS: A CAPTURED GERMAN AEROPLANE.



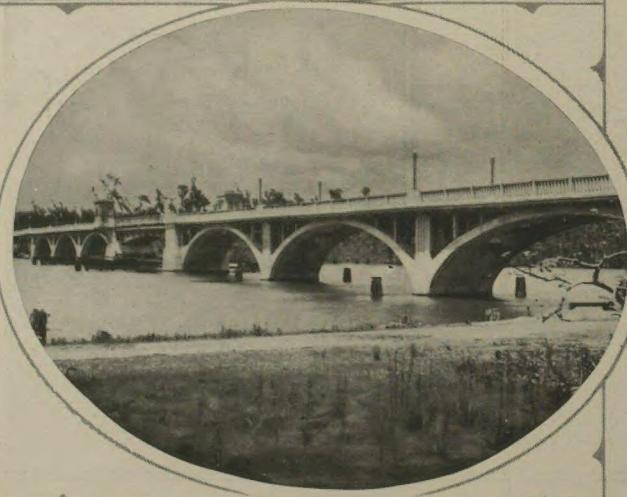
ITS HUGE DIMENSIONS INDICATED BY THE GROUP BELOW: A CLOSER VIEW OF THE GERMAN AEROPLANE CAPTURED BY ROUMANIAN TROOPS.



WRECKED OFF CORFU ON THE WAY TO AUSTRALIA: CAPTAIN HOWELL UNDER THE TAIL OF HIS MARTINSYDE MACHINE, ADJUSTING COMPASSES.



LOST IN AN AIR ACCIDENT OFF CORFU: THE LATE CAPTAIN C. E. HOWELL (WITH HIS WIFE) SHORTLY BEFORE STARTING FOR AUSTRALIA.



CONCRETE FOR BRIDGE-BUILDING: AN IMPOSING NEW BRIDGE OVER THE CALCASIEU RIVER, LOUISIANA, RECENTLY COMPLETED.



WAR DECORATIONS FOR LONDON MOTOR-BUSES: A TABLET OF BATTLE-HONOURS ON ONE THAT SAW MUCH SERVICE.

The two top photographs show a big German aeroplane which was recently captured by some Roumanian troops when it made a forced landing in Bessarabia. It was reported that the crew—two German officers and three mechanics—had with them a printing press for printing bank notes, a great number of jewels, and money to the value of 360,000,000 roubles, said to be intended for the Bolsheviks in the Ukraine. Apparently the machine had been making a regular service between Germany and the Bolsheviks.—Hopes regarding the possible safety of Capt. C. E. Howell and Mr. Henry

Fraser, who fell into the sea at San Georgio Bay, Corfu, on December 9, in the course of their attempted flight to Australia, were extinguished by the Air Ministry's statement of December 17 regarding the disaster. "The accident is reported to have occurred at 8 p.m. A naval motor-boat and some fishermen proceeded to the spot where the machine had fallen, but arrived too late to save the occupants. The machine is lying in 30 ft. of water and is believed to be salvable, although the bodies of the crew have not yet been found."

A DANGEROUS "SITTER" TO PHOTOGRAPH: THE ELEPHANT AT HOME.

PHOTOGRAPHS BY F. RUSSELL ROBERTS.



WITH EGRETS ON THEIR BACKS, AND WINDING DANGER WITH UPLIFTED TRUNKS: ELEPHANTS ALARMED IN A SWAMP,
A PERILOUS PLACE FOR THE HUNTER OR PHOTOGRAPHER.



PART OF A HERD WHICH CHARGED *EN MASSE* SEVERAL TIMES, LUCKILY FROM SCENT AND NOT SIGHT: A GROUP TAKEN
BY THE PHOTOGRAPHER IN THE OPEN, TRUSTING TO THE ELEPHANTS' BLINDNESS.

"Around the upper waters of such big rivers as the Rufiji, Nile, and Congo," writes Mr. Russell Roberts, "are great swamps. Here elephants congregate. . . . White egrets keep guard for them . . . they are licensed to make full use of their host for board and lodging. When alarmed, up go the elephants' trunks, searching the air for the wind which will indicate to them the danger threatened. When this occurs the hunter's heart beats faster, for a swamp is not the place to choose in which to have a difference of opinion with an elephant. In this case (the upper photograph) the presence

of a young calf made approach more than usually dangerous. In open country (lower photograph), the task of photographing them is dangerous to a degree. It is necessary to trust to their blindness and stand out clear in the open. It is also necessary to carry a heavy rifle as well as the camera—no slight weight. On the day this picture was taken, the herd charged *en masse* several times. Fortunately they charged from scent and not from sight. But it meant miles of running, and perpetually dodging to take any cover available, and to avoid getting to windward of the herd."

RISKING A MASS CHARGE BY ELEPHANTS: BIG GAME PHOTOGRAPHY.

PHOTOGRAPHS BY F. RUSSELL ROBERTS.



ON GROUND DENUDED OF FOOD BY A GRASS FIRE: LAGGARDS OF THE HERD RESUMING THEIR TREK AFTER A SHOWER BATH IN A STREAM.



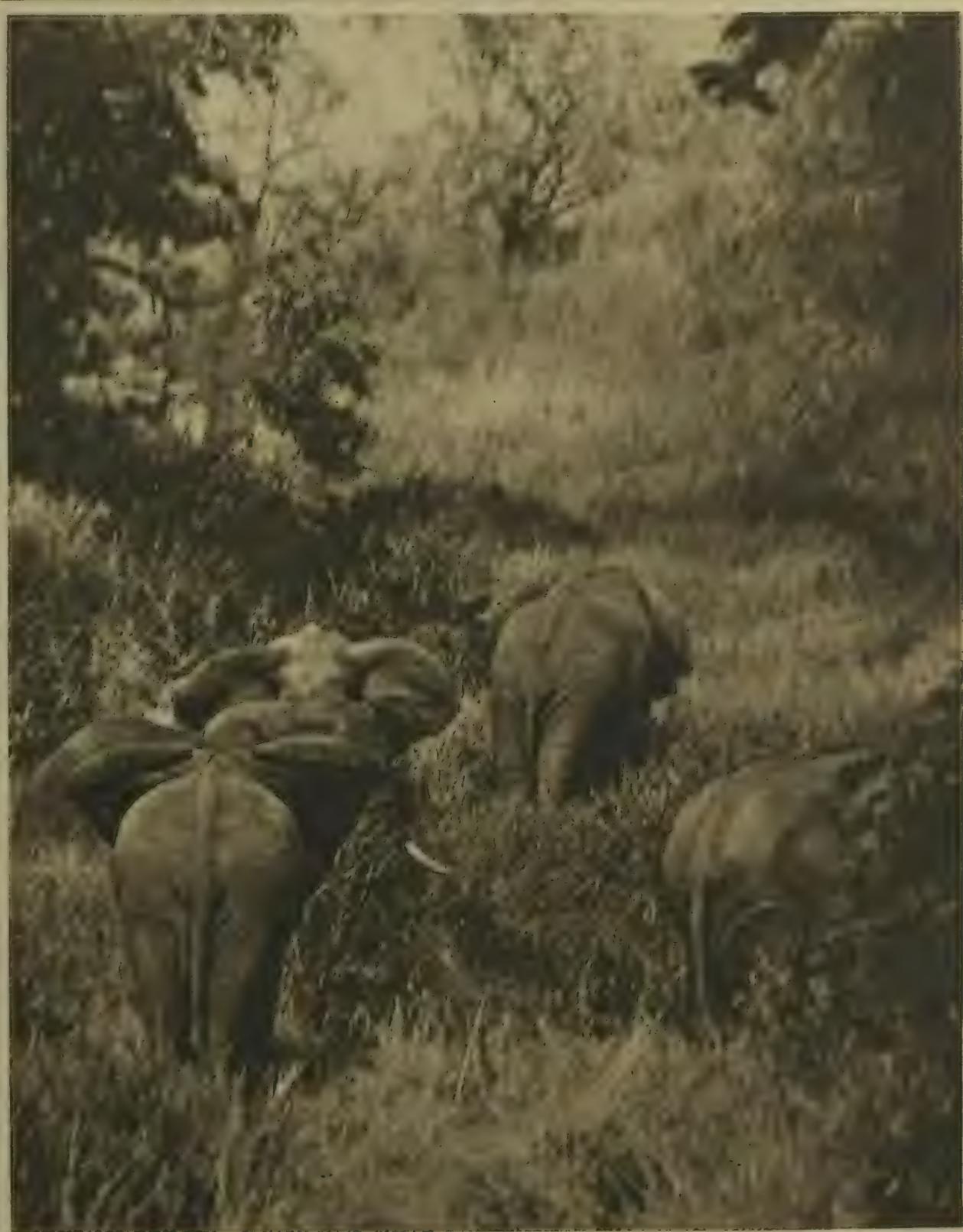
WHERE THE PHOTOGRAPHER'S CHIEF RISK WAS FROM GETTING "WINDED" BY ELEPHANTS OVERLOOKED COMING UP BEHIND: PART OF A HERD OF SOME 300.

"In this case (upper photograph) the laggards of the herd have just had a shower bath in a small stream, and are now resuming their journey. The bareness of the ground is caused by the grass fire, which reduce the surface of the ground to a condition of asphalt. So the elephants had a lengthy promenade to collect enough food to fill their capacious interiors. The grass fires are annual occurrences, and as elephant grass grows 15 ft. high, and makes a splendid blaze, it is not surprising that the trees are stunted.

In the lower picture only a little of the herd is visible. It was spread about on all sides, and numbered about 300. The chief risk in taking these photographs was that one was always liable to find one had overlooked elephants which, coming up behind, would get one's wind. If a cow got the wind, it would probably charge, and quite possibly the whole 300 might follow suit. It is bad enough being charged by those in front, but an unexpected charge from behind is apt to bring the expedition to a sudden close."

UNIQUE IN FOLDING THE EAR BACK: THE ELEPHANT'S PECULIARITY.

PHOTOGRAPH BY F. RUSSELL ROBERTS.



"GIVING THE EFFECT OF BADLY MADE TROUSERS": THE LOOSE SKIN OF THE HIND LEGS AND EXTRAORDINARY BACK FORMATION IN AFRICAN ELEPHANTS—A GROUP OF FIVE.

Mr. F. Russell Roberts, who took the remarkably interesting photographs of elephants in their native haunts given on this and other pages, writes: "The back view of an African elephant is not its most artistic view. Its huge ears can hardly be called beautiful. They fold back at the top at the point where all other animals' fold forwards. This picture shows this peculiarity in a striking manner. It also shows the extraordinary

formation of the back, with the tail set very low down and a superabundance of skin which gives the effect of badly made trousers. In this picture are five elephants. The ill-defined mass of pachyderm on the left consists of two elephants facing each other and one standing broadside on between them." This one, it will be noticed, is facing towards the right in the photograph, its tusks being visible in the grass.

WITH ONE, "IN THE ATTITUDE OF PRAYER," SCRATCHING

PHOTOGRAPH BY



PHOTOGRAPHED AT VERY CLOSE RANGE (ABOUT 35 YARDS): A GROUP OF BULL ELEPHANTS.

This wonderful photograph shows a curious incident during the trek of a herd of some 300 African elephants, other scenes of which are illustrated on the preceding pages. Describing the above group, Mr. F. Russell Roberts, who took the photographs, writes: "The midday halt is now reached, and the small herd shown here, consisting entirely of bulls, is huddled up together in long and very dusty elephant grass. They give the impression that they are trying to get warm rather than cool, though the sun is pouring down in its most pitiless fashion. One elephant

ITS STOMACH ON AN ANT-HEAP: AFRICAN BULL ELEPHANTS.

F. RUSSELL ROBERTS.



PATIENTLY WAITING THEIR TURNS TO SCRATCH THEMSELVES ON AN ANT-HEAP.

(the second from the right) having found an ant heap to scratch its stomach on, is seen sprawling completely over it. As I watched, several patiently took their turn, and, similarly assuming the attitude of prayer, scratched themselves to their hearts' content. This picture was taken at extremely close range (about 35 yards), and from a slight elevation similar to the bank opposite on which the trees are growing."

THE WORLD OF FLIGHT

CANADA, THE HOME OF AVIATORS.

THE dominion of Canada seems likely to be one of the busiest parts of the world where flying is concerned. For some curious reason, flying seems to appeal more to the Canadian temperament than to most others. And, by a merciful dispensation, Canada is topographically and geographically better suited to be served by aircraft than is almost any other part of the earth's surface. As regards the first statement, it is borne out by the fact that by the end of the war some 13,000 Canadians had learned to fly. One doubted the figure when it was first mentioned; but when one recalls how many Canadians joined the R.N.A.S. and the R.F.C. in the earliest days of the war, and how an ever-increasing proportion of both Flying Services was composed of Canadians, and how, when the Armistice came, thousands upon thousands of Canadians were in training as aviators in Canada and in Great Britain, one begins to believe that the figure is under rather than over the mark. It is well to remember in this connection that there were 30,000 officers altogether in the R.A.F. at the end of the war, and that some of the Canadian aviators were N.C.O.'s and men, and some were cadets not yet commissioned. Still, the number is remarkable in itself. And most of those men want to go on flying when they can afford to do so.

Now as regards the suitability of the country for flying. A most elementary knowledge of Eastern Canada suggests at once that there are immense possibilities for seaplanes all the way from Newfoundland up the Gulf of St. Lawrence and the St. Lawrence River to the western limits of the Great Lakes. And a very general notion of Western Canada conveys the idea that the great corn and cattle plains of Manitoba and Alberta afford ideal country for ordinary landing aeroplanes. But in fact the possibilities are far greater than might appear. For to the west of the Great Lakes are big rivers and lakelets of moderate size which afford easy alighting places for seaplanes and small flying-boats, even if not for the great multiple-engined flying-boats of the "Felixstowe" type which would be used on the larger waters of Eastern Canada. A Canadian friend, himself a pilot of great skill with a singularly fine war record, tells one that a capable pilot on, a good modern seaplane could fly westward to the foot-hills of the Rockies, and that, if he were prepared to take a little extra risk for once, he could get over the Rockies and down to the Pacific Coast without any very great danger.

The east and west communications in Canada by rail are by no means bad, but for mails and for passengers in a hurry aeroplanes of the various types offer great attractions; and this fact has been recognised by the railways, for one is told that already certain important lines are taking Parliamentary powers to run air lines as auxiliaries to their train services. These auxiliary air lines may be either for express work alongside their main railway, or may be for "feeder" lines running out into the country on either side of the railway, to bring in and take out mails belonging to outlying townships, and to carry such passengers as may

be in a hurry and are willing to pay accordingly. Apart from such work, however, there are other districts where aircraft can be, and will be, used with great advantage. The railways in Canada do not go far north, except for the one line to the Hudson Bay and the one line running north in Alberta. Yet there are people living far inside the Arctic Circle on the Mackenzie River with whom aerial communication would be worth the money which it would cost. There are posts of the North-West Mounted Police right out in the wilds which take weeks to reach by the trail,

are, in fact, a good deal bigger than anything which we have in England. Canadians who know this forest country say that a seaplane could fly all over it anywhere between Toronto and Hudson's Bay, and be always within gliding distance of a safe alighting place in case of engine failure. In forest country of a very similar nature in the United States regular aerial fire-patrols have been organised by the United States Army Air Service, as a useful means of employing their war aviators; and official figures recently issued by the U.S. Air Service show that the amount of timber saved by timely warning of fires given by these fire-patrol aviators has already far more than paid for the cost of paying and maintaining the men and machines used for the purpose.

The Canadian aviators themselves are very fully alive to all these possibilities for aviation in Canada, but they still have to achieve the task of convincing their Government authorities of the workability of their various schemes. Considerable progress is already being made in this direction, thanks very largely to the help of Mr. J. A. Wilson, the Assistant Minister of Marine for Canada. Early this year Mr. Wilson drafted and carried through the Canadian Parliament an Air Bill constituting an Air Board which is now the authority regulating aviation in Canada. The Act, as it now is, has no faults of commission, and one notices none of omission. It is a plain, straightforward affair which covers all necessary points concerning aviation, and leaves the Air Board free to deal with any fresh points which may arise. Already the Canadian Air Board has set to work organising a staff,

and the choice of that staff leaves nothing to be desired. The officers appointed to the senior positions are young men full of energy and brains, but old in experience of flying, and old enough in years to have a sound outlook on the problems with which they are faced. They have all done gallant service in the war, some in the R.N.A.S. and some in the R.F.C.—as their brilliant display of decorations shows—but over and above gallant service they have displayed notable ability as administrators and leaders of men.

ONE OF THE SMALLEST PRACTICAL AEROPLANES IN USE:
THE "BRISTOL" BABE.

This machine is intended to meet the demand for a small single-seater aeroplane with expenses reduced to a minimum. It has a 40-h.p. two-cylinder Siddeley engine, which consumes about three gallons of petrol per hour at the full speed of 80 m.p.h. Enough petrol can be carried for a 160-mile flight at full speed.

but could be reached in a few hours by aeroplane. Also in the Hudson Bay district there are trading posts which now only communicate with civilisation (as we others are pleased to call ourselves) once a year. It would be to the commercial advantage of the trading company owning such posts to get in touch with them more frequently.

Also, as is fairly generally known, Canada is a great forest country, and immense damage is done by forest fires; and though the forest rangers as at present



GIANT AND PIGMY: THE "BRISTOL" PULLMAN AND THE "BRISTOL" BABE.

These are two of four new types of "Bristol" aeroplanes shown at the International Aircraft Exhibition in Paris. The "Bristol" Pullman claims to be the largest passenger aeroplane yet put into service, while the Babe is probably the smallest practical machine yet in use. Further photographs of the Pullman appear on another page. Its weight (loaded) is 17,750 lb.; wing span (top plane), 81 ft. 8 in.; and height, 20 ft. The Babe's weight (loaded) is 683 lb.; wing span, 19 ft. 8 in.; and height, 5 ft. 9 in.

organised do much good work, they could do much better work if aided by aeroplanes—or rather, by seaplanes or flying-boats. All the great forest country to the north of Ottawa and Toronto is dotted with lakes which, though they look very small on the map,

to the immense aid which aircraft can give to the future development of the Dominion. But, whether that conversion comes soon or late, it is evident that aviation has a very great future in Canada.

By C. G. GREY.

Editor of "The Aeroplane."

At present Canada is short of aeroplanes of the best quality. A number of training machines of American design, but chiefly of Canadian build, have been bought cheaply and sold at low prices, but they are not such as are needed for the serious work which lies before the Air Board. One is told that our Air Ministry is presenting some few of its surplus seaplanes and land machines to the Canadian Government. It is to be hoped that these will be of the best types available, for, if they succeed in their experimental work, the result will be of the highest value in converting the Canadian Government as a whole

INVENTED BY THE FATHER OF TELEPHONES: A FAST HYDROPLANE BOAT.

PHOTOGRAPHS SUPPLIED BY TOPICAL.



GOING AT FULL SPEED—71 MILES AN HOUR: THE BELL HYDROPLANE BOAT "H.D.4"—SEEN FROM THE STERN.



SHOWING THE RUDDER AND HYDROFOIL STEERING ARRANGEMENT: THE POINTED STERN OF THE BELL HYDROPLANE BOAT.

Prof. Alexander Graham Bell, inventor of the telephone, has invented a hydroplane boat of new and novel design, a machine which can travel 71 miles an hour on the roughest water. He calls it the "H.D.4." The machine carries two 400-h.p. Liberty motors. The body of the craft is long and tube-like, tapering to a point at the stern. It is more than 100 feet in length, and is equipped with hydrofoils upon which the hydro sails when

she is going at full speed. The motors are supported by struts, the lower ends of which rest upon a pair of planes somewhat similar in appearance to the wings of an aeroplane. The water wings, or planes, presumably support the craft when it is at rest, and, being tilted upward from the rear, give it a "lift" when the ship gets under power. Successful tests have just been completed at the Professor's home at Baddeck, Cape Breton, Canada.

AS POPULAR IN PARIS AS IN LONDON: DANCING—THE UNIVERSAL AMUSEMENT OF SOCIETY.

FROM THE DRAWING BY J. SIMONT.



"ONE COULD NOT PREVENT SPRING FROM RE-FLOWERING AFTER WINTER": A DANCE PRACTICE IN A FRENCH FAMILY—LEARNING THE NEW STEPS.

Dancing is the universal pursuit of the younger generation, and it is practised with as much enthusiasm in Paris as in London. Everyone is eager to learn the latest steps, and, apart from actual balls and regular dancing lessons, there are numberless informal family gatherings, when a space is cleared in the *salon*, and the young people practice the new dances in an atmosphere of intimacy. After the strain of the war, it is a delightful recreation both for the son of the house and his friends who came through

the dangers of the front, and for the *jeune fille* who grew from childhood to girlhood in days of peril and anxiety. Both are entitled to their enjoyment, and, as a French writer happily puts it, "On ne saurait empêcher le printemps de refleurir après l'hiver." (One could not prevent spring from re-flowering after winter)—a sentiment that recalls a line of Shelley: "If Winter comes, can Spring be far behind?"—[Drawing Copyrighted in the United States and Canada.]

Under Bolshevik Rule: IV. In the Red Army.

By PAUL DUKES.

HERE is an interesting Red Army order—

Telegram. Urgent. Secret.

To all Military Commissaries of Regiments and Mounted Divisions.

Communicate for exact and unfailing execution following secret order to armies of Western Front dated 22nd July, 1919, No. 405:

Late events have affected operations at the front very seriously, in some cases reaching the dimensions of a catastrophe. The most marked deficiencies are the following: (1) Lack of discipline and organisation in the troops. (2) Careless and even criminal attitude of officers and Commissaries towards their duties. (3) Inefficient work of H.Q. Staffs, and their inability or unwillingness to organise properly. (4) Lack of initiative. (5) Delay and carelessness in execution of orders, and inability to enforce them. (6) Want of system in Army Supply services. (7) Red tape, bureaucracy, and strange irresponsibility of responsible persons. (8) Criminal inclusion of "dead souls" on ration lists. (9) Disappearance of men, horses, supplies, and armament. (10) Misuse of Government property. (11) Slackness of educational and cultural work among the men. (12) Lack of vigilance over undesirable elements, and weakness in dealing with such. (13) Slackness of Revolutionary Tribunals. (14) Harmful and criminal favouritism. (15) Non-compliance with elementary demands of Statutes and Regulations. (16) Corruption, looting, infringement of laws and regulations, insults and illegal action against civil population. All this weakens our ranks, causes needless sacrifices, pollutes the honour of the Red Army, tramples underfoot the red banner of battle. The Revolutionary Military Council of the Western Front calls attention to these defects and demands their abolition. Every officer and man of the Red Army; every Commissary, must remain at his post and honourably fulfil his duties. Every scoundrel, blackguard, and slagger must be mercilessly hunted down. All faults must be punished with an iron hand. Revolutionary Councils, Commissaries, and Commanding Officers will all be held responsible for any delay in the execution of commands, for order and discipline, for the well-being of their units, and for every operation entrusted to them. The Political Departments are ordered to suppress slackness, secret and open carelessness, and favouritism. Only thus can defects be righted, undesirable elements be weeded out from amongst the troops, and the Western Front, dealing hard blows to the enemy, drive them from the borders of the Soviet Republic, and uphold the banner of the Proletarian Revolution.

General Commanding Officer of Western Front: SITTIS.

Members of Revolutionary War Council: BERZIN, POSEURN, POTIAIEFF.

29th July, 1919.

This order No. 405 gives an excellent picture of the Red Army on the Western Front. It illustrates the revolutionary spirit of the leaders. It illustrates also the attitude of the troops towards the war.

Why does the Red Army fight? Is it not imbued from highest to lowest with revolutionary enthusiasm? Are the soldiers not inspired with a childlike adoration of Lenin, Trotsky, and other autocrats of the "proletarian" republic?

No, there is very little of this in the Red Army. It is found only in the "reliable" regiments—those consisting of Communists or foreign elements. It is due to other causes that the Red Army fights, mostly from sheer fear that the "Whites" may try to return the land to the landowners.

In May, when the White Army approached Petrograd, desertion from the Reds on that front reached an appalling figure. The Bolsheviks considered it "satisfactory" if half the regiments reached the front! They had to send the soldiers off unarmed and in locked cars. When Yudenich reached a point twenty miles from Petrograd he might have laid down his arms and taken the city bare handed, such was the bewilderment, confusion, and fright of the Bolshevik authorities. But he did not do so.

There is a powerful fortress on the southern coast of the Finnish Gulf named Krasnaya Gorka, which means

"the little red hill." It is held by the Reds. This fortress is the key to Cronstadt, and consequently to Petrograd. In the middle of June the Commandant of this fortress and the whole of his garrison mutinied and turned against the Bolsheviks. They seized their Communists and locked them up in the cells, and directed their guns against Cronstadt. For three days the fight went on. I heard the booming of the guns all night as I lay in my tomb in the Volkoff Cemetery. The Commandant of Krasnaya Gorka sent message upon message to the White Army for help. And then, after three days, he had to give up, and the fortress was retaken by the Reds. No help was sent him, because the Whites, a few miles away, were quarrelling amongst themselves.

These things were inexplicable to us in Petrograd. The whole city was in an indescribable fever of expectation. Krasnaya Gorka had turned "White"! Then Cronstadt must fall in a day or two, for the White Army will send help, and Petrograd will be delivered. What mattered Zinovieff's tyranny or Peters's brutality, when in a few days, perhaps to-morrow—or at most the day after—Petrograd would be free?

every printing press in the land. Not a single non-Bolshevik paper is tolerated. They were all suppressed long ago. Nor are any meetings allowed, except under the auspices of members of the Communist Party. The Bolsheviks know full well the power of the printed and spoken word, especially on a backward, undeveloped, and illiterate population such as the masses of the Russian peasantry.

Thousands of soldiers are now convinced that the "Whites" are a horde of bloodthirsty demons, whose victims are always women and children; that their object is to seize all the land and return it to the landowners, and that in this fell design they are aided and abetted by tyrannous Governments of the West, which are on the eve of overthrow by a world revolution.

The Bolsheviks discriminate very minutely between their regiments. Some are absolutely reliable, others partially so, but the majority are of doubtful reliability. The backbone of the army is composed of those regiments which consist of Communists or non-Russian forces, or in which there is a preponderance of these elements. On public occasions such regiments are brought out on parade, together with Red Cadets. As to the other categories, discussion is always raging as to which system is better—that of concentrating all Communists in separate units which may be absolutely relied upon, or that of distributing the Communists in small numbers in many regiments to act as a check against anti-Bolshevik tendencies. The latter system is more generally applied.

The officer staff consists of two elements, officers of the old army and Red Cadets. The former are not allowed to occupy responsible posts unless their relatives live in Soviet Russia. Before serving, they are compelled to sign a declaration that in case of their disloyalty they

are aware that their wives and children or other relatives will be arrested. Red Cadets are raised from the ranks, and given preferential treatment, with extra rations. On the whole, they are strong supporters of the Bolshevik régime.

The Red soldiers are treated to endless entertainments, concerts, and cinema shows, all of which serve to draw the soldiers to listen to Bolshevik agitators. I remember such a meeting in Petrograd this summer. The concert was quite a good one, and there was a play, a translation of a French farce, "La Belle Amour." The propagandist who spoke was a Jew, nineteen-years of age. He was very violent in his denunciations of the English, but vented his fury mainly on all other Socialists.

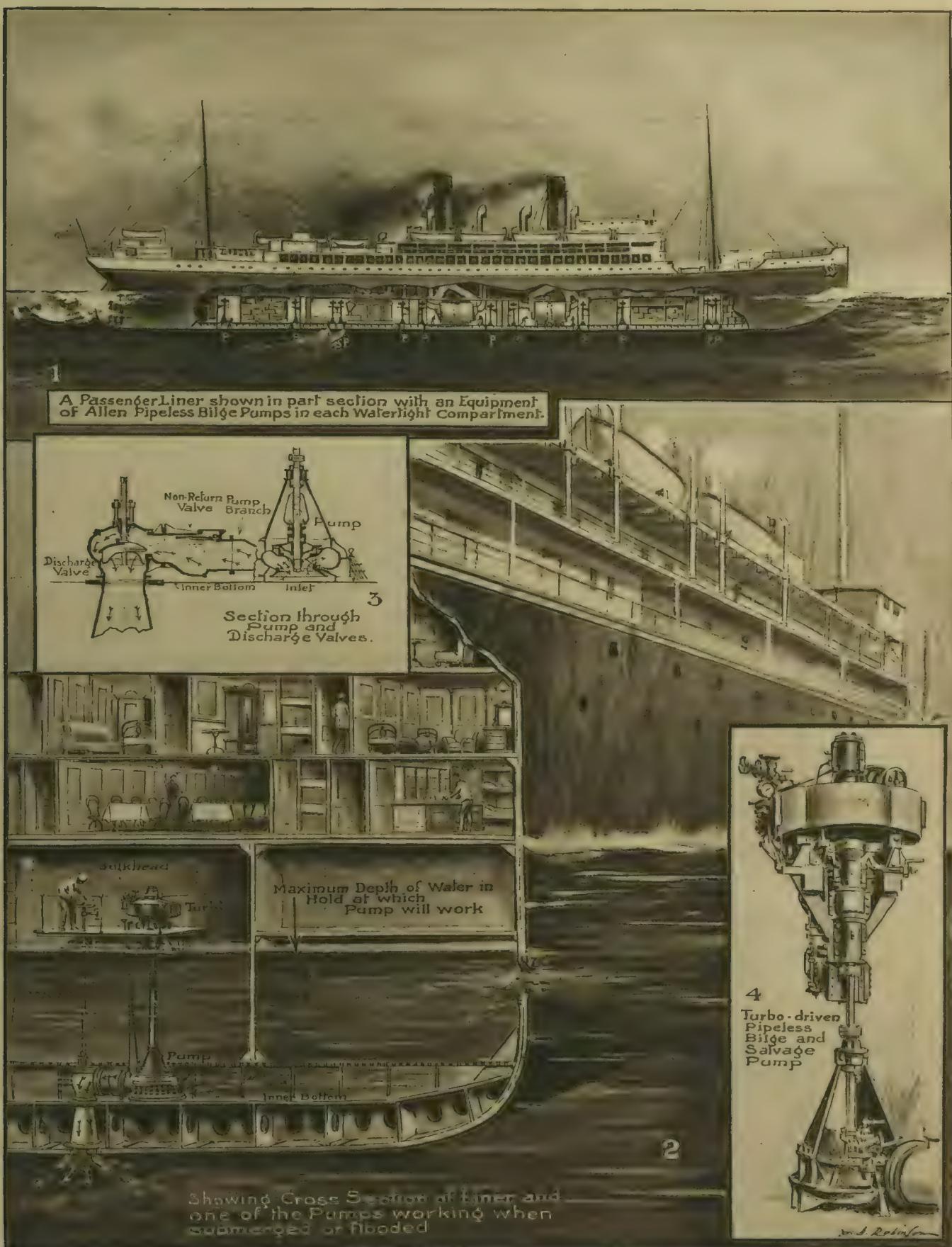
"So, Comrades," he cried in conclusion, "you see that if we give in to the Whites all your land will go back to the landowners, all the factories to the money-makers, and you will be crushed again under the yoke of the murderous bankers, priests, generals, landowners, police, and all the other henchmen of imperialist and capitalist tyranny. They will whip you into slavery. On the bleeding backs of you, your wives, and your children they will ride themselves to wealth. Yudenich has said when he takes Petrograd he will shoot every working man and woman because they are the enemies of the bankers. We Communists only can save you from the bloody rage of the White demons. Let us defend Red Petrograd to the last drop of our blood! Down with the English and French imperialist blood-suckers! Long live the Proletarian Republic!"



RENAME THE PALACE OF URITZKY, AND NOW THE MEETING-PLACE OF THE PETROGRAD SOVIET: THE TAURIDE PALACE (SEAT OF THE OLD DUMA) WITH A MEETING OF SOLDIERS BEING HELD OUTSIDE.

INCREASING SAFETY AT SEA: A NEW TURBINE-DRIVEN BILGE-PUMP.

DRAWN BY W. B. ROBINSON.



1. SHOWING THE THIRD AND FOURTH FROM THE STERN WORKING: HOW A LINER WOULD CARRY ALLEN PUMPS.

3. SHOWN IN SECTION: A PUMP AND DISCHARGE VALVE.

These diagrams illustrate an invention which has already been installed by the Admiralty on the more recent battle-ships and cruisers, and, if generally adopted in merchant and passenger ships, would increase the security of sea travel. It is a steam-turbine-driven salvage bilge-pump, devised and made during the war by Messrs. W. H. Allen, Son and Co., Ltd., of Queen's Engineering Works, Bedford. When the need arose for a

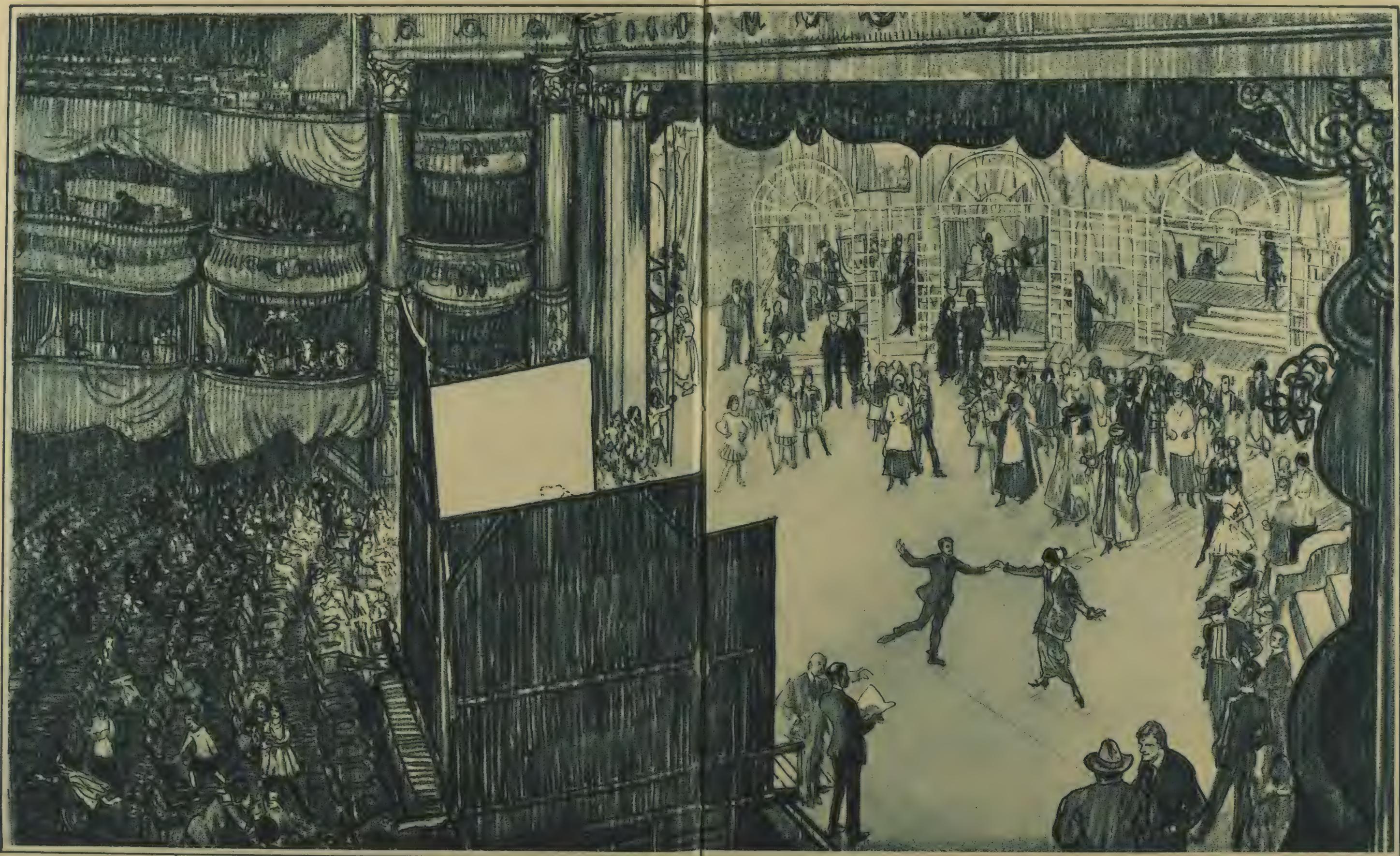
2. WITH AN ALLEN PUMP AT WORK UNDER WATER: A CROSS-SECTION OF A LINER.

4. DETAILS OF THE APPARATUS: AN ALLEN PUMP.

pump of greater capacity to cope with the urgent requirements of salvage, it was decided to depart entirely from accepted practice and produce a vertical spindle type of direct-driven pump. The Allen pump can deal with 3000 tons of water per hour. It is pipe-less, drawing direct from the bilge through a removable strainer, and discharging through a non-return valve. [Drawing Copyrighted in the United States and Canada.]

UNDER THE MAGIC WAND OF THE PRODUCER: FAIRY-LAND IN THE MAKING—A REAL PANTOMIME REHEARSAL.

DRAWN BY OUR SPECIAL ARTIST, STEVEN SPURRIER.



THE PRODUCER'S ENCLOSURE OVER THE FOOTLIGHTS; STAGE CHILDREN LUNCHING IN THE STALLS AND BOXES: A REHEARSAL OF "CINDERELLA" AT DRURY LANE.

Drury Lane during a pantomime rehearsal presents a very different aspect from that of an actual performance. Then the world "behind the scenes" is hidden away, but in a rehearsal it occupies not only the stage but the whole theatre. This unfamiliar phase of a big pantomime is shown in our artist's drawing of a rehearsal in progress for this season's production at Drury Lane, namely, "Cinderella," by Frank Dix and Arthur Collins. The latter is also the producer and joint managing-director with Sir Alfred Butt. The high enclosure in the centre of the picture, made of canvas screens on a wooden framework, is built over the footlights and the orchestra space to form a shelter for the producer, directors, and stage manager, as

the theatre is a cold place to work in for those not actively moving about, and rehearsals continue all day and well into the night. Within the enclosure are the producer's table, a piano, and lighting apparatus. The principals also take refuge there from time to time. The stalls and boxes are occupied by stage children having their lunch. In the centre of the stage are Mr. Stanley Lupino and Miss Lily Long doing a dance. In the foreground on the extreme right are other principals, the figures being (from left to right), Mr. Harry Claff (in soft hat), Mr. Will Evans, Mr. Du Calion, and Miss Marie Blanche. At the back are various groups of players awaiting their turn to form processions, and so on.—[Drawing Copyrighted in the U.S.A. and Canada.]

BOOKS OF THE DAY

By E. B. OSBORN.

FOR some years past a more or less overt attack on the Public School system has been carried on by means of thesis novels, of which Mr. Alec Waugh's "Loom of Youth" was the much-discussed climax. Those who have been at a Public School in the nearer or further past have not taken this campaign of obloquy seriously enough, and the result is that a Labour "intellectual" is free to assert—I myself heard him at a curiously inclusive luncheon party—that the whole system ought to be ruthlessly rooted out as quickly as possible, if only because it is "a preserve

rough or timid or "ordinary." A great many of us try to write poetry, crude perhaps, but the spirit is there. A boy who does so, again, will not talk about it. On one or two occasions, however, such poems as these have been shown to me in confidence, since I have been a prefect, sometimes with a view to insertion in the School Magazine, sometimes not. They have always been from the pens of boys very keen on athletics.

Life, then, for such "ordinary" boys is a romance, and they try to express their sense of the romantic in poetry and in the friendships of which Disraeli (of all men!) wrote with such intimate knowledge . . . "At school friendship is a passion. It entrances the being; it tears the soul" . . . and in the open-air rivalries in green fields, which are so absurdly described as "the athletic craze" by critics of a system based, like the training of the ancient Athenians, equally on *μεταρξια* and *μουσικη*. The passage I have quoted, and many others, absolutely dispose of the current contention that our Public Schools, no two of which are at all alike, and all of which "specialise" for some particular vocation more or less, are arid deserts in which there are no springs of idealism for those who are for the most part destined to become not men of letters, but men of action or men of transaction. It is easy, after all, to explain why Mr. Alec Waugh's brilliant, but wayward, book came to be written. He was one of the few boys in whom the artistic temperament was highly developed, and in a comparatively small school he had a struggle for self-expression, which left its scars.

Jack Hood certainly more than holds his own in this educational controversy. He shows that the charge of bullying new boys is exaggerated; that of worshipping the "tin god of Athleticism" quite untrue; that of immorality misjudged, since the chief blame rests with loose opinion outside; that of irreligion unjust, since the authorities do not know what a boy needs, do not face the facts of Higher Criticism, and ignore the existence of other religions and such contagious crazes as Spiritualism, which are always fighting for perverts. This book is no apology for the faults of the system — among which Jack Hood rightly includes a classical curriculum that imparts only the letter, not the spirit, of ancient masterpieces of literature to the average pupil—but

it claims to prove that its bedrock is sound. But he clearly sees that the Public Schools must adapt themselves to present-day necessities (as they did, after the era of Napoleonic warfare) or be swept away. He ought, I think, be invited to address the next Headmasters' Conference.

It is, I think, the strong points, rather than the weaknesses, of the Public Schools which invite the attacks of the demagogues. "Proletcult," to use the grisly name for a ghastly thing, sets self-determination above all forms of self-discipline; and the institutions primarily devised to realise the ideal expressed in William of Wykeham's "Manners Maketh Man," and secondarily to combine the advantages of the monastic schools and of the custom of the castles (whereby young boys of noble birth were taught the art of living) are abominable in the eyes of all who wish to dispense with a governing class. The mere fact that Public School *moral* cannot tolerate the idea of a strike is enough to arouse the bitter hostility of the Marxians, whose philosophy of life is coloured with Semitic vindictiveness. But the true road of educational reform, as many serious thinkers in the Labour leadership are beginning to believe, is the extension of the Public School system to all the nation's schools, *mutatis mutandis*. After all, the best Public School type is something the workaday world cannot have too much of. It is a type of infinite variety, yet always possessing a moral radio-activity, operating

in an atmosphere of wide tolerance and seeking happiness in service and self-sacrifice, which is a salient characteristic. For thousands of these deeply humanised boys the war provided the only opportunity equal to an outstanding personality. Two volumes have just appeared in which a famous father devises a memorial for his not less famous son — fallen in the years when the war still kept for a few the aspect of a vast romantic adventure. In "THE LIFE OF RONALD POULTON" (Sidgwick and Jackson; 16s. net), by Professor E. B. Poulton, we have a delightful memoir of the most original three-quarter Oxford ever produced, of whom Olivant wrote:

Instant of foot, deliberate of soul—
"All's well with England; Poulton's on his game."

At the Oxford and Cambridge Rugger match the other day, I had a vision, bright and tremulous in the December gloom that broods over the Queen's Club ground, of this happy athlete making a dash for the line, holding the ball in both hands in front of him, and seeming to travel at his leisure, yet outpacing all his opponents in wondrous wise. Like all sons of Rugby, he had a grave and intent outlook on life and a deep sense of responsibility to his fellow men. He was an incomparable captain of the England team, for his personality welded together players drawn from various social classes and made of fifteen men a true fifteen long before they went on the field. He inherited a great business position (he would have controlled the great biscuit business at Reading, which his uncle made a world-wide concern) and would have been a captain of industry equal to the needs of the new industrial age. Again, in "THE LETTERS OF CHARLES SORLEY" (Cambridge University Press;



A RACKHAM COLOUR-PLATE TO AN OLD BALLAD: "EARL MAR'S DAUGHTER."

"For naething cou'd the compaine do,
For naething cou'd they say;
But they saw a flock o' pretty birds
That took their bride away."

(Reproduced from "Some British Ballads," illustrated by Arthur Rackham.
By courtesy of the publishers, Messrs. Constable.)

of stupid and immoral Junkerism." The speaker had read only "The Loom of Youth," which is concerned with a single school (Sherborne) and has been drastically condemned by the author's contemporaries; and after the manner of his class he was quite willing to argue from the particular to the general in order to score a dialectical point against what he regards as one of the entrenchments of Capitalism. But he promised to read Mr. Martin Browne's "Dream of Youth," which emanates from Eton, and is a decidedly effective counterblast. Since then, however, a still better reply has been published in "THE HEART OF A SCHOOLBOY" (Longmans, Green and Co.; 3s. 6d. net), written by a seventeen-year-old prefect, who assumes the *nom-de-guerre* of Jack Hood, and introduced by Canon E. A. Burroughs, who was recently sent as "Archbishops' Messenger" to a number of Public Schools of different types and sizes for visits of varying duration.

If these comments should meet the eye of my Labour friend, I hope he will make the acquaintance of Mr. Jack Hood as well as that of Mr. Martin Browne. He will be struck at once by the former apologist's easy maturity of opinion, breadth of outlook, and fearless outspokenness, which unusual qualities are combined with just enough *naïveté* to convince the reader that he is a real boy. Jack Hood goes on to define the essential Public School man in the making: A boy of fourteen or fifteen, far from being the soulless animal that some people suppose him to be, has a very highly developed sense of the romantic. All his troubles, which are truly trifling, so that he soon forgets them, are magnified to him and appear great. Soulless? At that age, perhaps more than at any other, does he strive to win the friendship of those he loves or admires. He may not talk about them, but it is all very real and large to him. . . . It is surprising what may be hid under an exterior perhaps



A RACKHAM COLOUR-PLATE TO AN OLD BALLAD: "CLERK CIVILL."

"Out then he drew his shining blade,
And thought w'it to be her dead,
But she has vanished to a fish,
And merrily sprang into the flood."

(Reproduced from "Some British Ballads," illustrated by Arthur Rackham.
By courtesy of the publishers, Messrs. Constable.)

12s. 6d. net), edited by Professor W. R. Sorley, we have a clear insight into a more complex personality, an austere seeker of truth in poetry and a man of action combined, who brilliantly expressed the radio-activity of the best type of Marburyan. Thus the wisdom of William of Wykeham and the other founders of the Public School system is justified of her children—by two out of ten thousand examples!



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CHRISTMAS AT THE PUBLISHERS':
MORE ILLUSTRATED GIFT-BOOKS.

SOME books are written to amuse, others to inspire. In the latter category must be classed "The Scout's Book of Heroes," a record of Scouts' work in the Great War, with a foreword by the Chief Scout, Sir Robert Baden-Powell (C. Arthur Pearson, Ltd.). Sir Robert's point in his soldierly preface is that the best memorial to the dead is to maintain the spirit which animated them when alive. "That is the aim of the Scout Movement. That, I take it, is the aim of this book." No boy can read it without being fired to emulate the courage and endurance of those whose deeds it records. The accounts are written simply and colloquially, with many bits of dialogue and extracts from boys' letters. The frontispiece is a colour-drawing by the Chief Scout himself of the heroic action of Jack Cornwell (who belonged to St. Mary's Mission Troop, Manor Park) on board the cruiser *Chester* at the battle of Jutland. There are seven other pages of illustrations from photographs and drawings. The book embodies a splendid record of bravery and self-sacrifice. At the end are lists of Scouts who have won military decorations, including eleven V.C.s.

A large picture-book for the Scouts' little brothers and sisters, who in time will grow up to be Boy Scouts and Girl Guides, has something of the same spirit, though naturally in a lighter vein. This is "The Busy Brownies," written by Ethel Talbot and pictured by Flora M. White (Collins' Clear Type Press). The idea of the book, which is fully and brightly illustrated in colour, is to show how quite little folks can get as much fun out of doing useful things as mere playing.

Older boys—and some girls too, no doubt—will find excellent reading in a war story called "Under Haig and Foch," by Herbert Hayens (Collins). It tells of three friends who leave their homes in Argentina to join up, get torpedoed on the way, and fight through the 1918 campaign in France. It is a big, handsome book, with a number of colour-plates and photographs of actual

battlefield scenes. The author writes very lucidly. He has also edited and contributed to another volume, equal in size and in manner of illustration—namely "Collins' Adventure Annual" (Collins). Instead of one long tale it contains a miscellany of short stories and articles by various writers, including Herbert Hayens, Robert Leighton, A. L.

model aeroplanes. One of the stories describes a fight between a British aeroplane and a German submarine in the war.

Another book built on similar lines, for rather younger readers, is "The Golden Galleon," with a Cargo of Stories and Songs for Boys and Girls (Skeffington). In this case the various items are all by the same author, who is described on the title-page as "D." editress of the Children's Page of the *Lady's Pictorial*. There are several tales of adventure, one a spy story of the war, another with Sir Walter Raleigh in the South Seas, and another dealing with the Wars of the Roses. Some poems, historical and otherwise, are interspersed, and there is a coloured frontispiece with eight other illustrations.

Still younger people are provided with an interesting story-book called "Tony-o'-Dreams," by M. Nightingale, illustrated by C. T. Nightingale, joint authors of several other nursery books (Oxford; B. H. Blackwell). Tony is a little boy, and the book tells a series of curious adventures that befall him. The illustrations, which are much above the average in quality, include eight artistic colour-plates and a large number of vivacious little marginal drawings in black and white, not to mention the romantic end-papers.

In "Collins' Children's Annual" (Collins' Clear-Type Press), the standard of illustrations is also considerably higher from the artistic point of view than in most publications of the kind. The frontispiece, title-page, and end-papers are particularly charming, as also are many of the other colour-plates. Others are in a simpler style—line drawings with gay colours that always please the small people. Besides the colour pages there are numerous black and white illustrations. The letterpress includes contributions by Mabel Quiller-Couch and Katharine Tynan. A feature of the book that makes for good work

is the fact that all the items, whether stories, verses, or pictures, are signed with the name of the author or artist.



OUTSIDE THE RUINED LIBRARY AT LOUVAIN: BELGIAN WORKMEN FITTING NEW COPPER OVERHEAD CABLES FOR THE TRAMWAYS.

The Germans removed the copper when they were in occupation.—[Photograph by C.N.]

Haydon, Tom Bevan, T. C. Bridges, and Charles R. Gibson. Among other subjects there are chapters on swimming, railway engines, camouflage, baseball, and making

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TRADE MARK

LADIES' NEWS.

THE world seems fuller than ever, despite the great scourges of war and influenza. There are enough people to have kept the real old-fashioned Dickens-like family Christmas, and there were also enough to keep the modern Metropolitan restaurant Christmas. Both were merry, and that is what is wanted. There were no signs at all of a world shortage of food in our own little village of London, and from accounts from other villages of Manchester, Leeds, Glasgow, York, and Birmingham there is also peace and plenty, and, as there will be no daily papers for a couple of days, we shall be allowed to forget the horrors of the future.

It was an experience to meet at lunch, in Sir John and Lady Bland-Sutton's wonderful Persian court in their Brook Street house, Sir Ernest Shackleton and his comrade Captain Wild—men who had been the mere handful of humanity in the great spaces of ice and snow and sea—seated round a perfectly equipped table in a room symbolical of a civilisation of thousands of years ago, their host a master of modern surgery and scientific knowledge, their hostess a lady of great attainment socially and philanthropically, and other guests out of the crowds of ordinary up-to-date London folk. The fairy-story tellers and relaters of the dreams of a "Thousand-and-One Nights" could hardly have gone one better for a bringing together of far-off associations. Since then, Sir Ernest Shackleton has shown his great film and told his great story of his 1914-1917 Antarctic Expedition in the Royal Albert Hall for the benefit of the Earl of Athlone's special appeal fund for the Middlesex Hospital. Which interested most—actually meeting the distinguished explorers and talking to them over a delightful meal, or seeing and hearing their adventures at the Albert Hall—I can hardly say; but the latter was of the most use to the fine hospital, and Sir Ernest was glad to help it, he said, for a small thankoffering for the health and strength which had enabled him and his comrades to undertake and to come through their adventures. The film is wonderful and absorbing; I have never felt time slip by so quickly as in this vicarious experience in the region of the South Pole.

Wherever we go these winter days, there seems to be a lack of pure fresh air. In crowded rooms, railway carriages, in churches, theatres, concert-rooms, bazaars, and places where they sell, one has to endure more or less of what has been aptly termed "fog." In itself it is merely disagreeable to the fresh-air loving creature. When one



TWO ORIGINAL FUR COATS.

Tailless ermine makes up the coat on the left, which is further adorned with bands of seal applique with ermine. The coat on the right takes the shape of astrakhan with trimming of chinchilla to make it quite irresistible.

considers that "fog" is the favourable cultivation for evil microbes, its aspect is more serious. A man who prides himself on knowing his way about, to use a slang aphorism, goes into these kinds of atmospheres armed with a box of formamint, and thus secures his throat against such malignant attack, for Formamint kills the evil microbe. It is cheap armour, for the box costs only 2s. 2d. from any chemist, and is the splendid product of Genatosen, Ltd., 12, Chenies Street, W.C.1. Furthermore, Formamint is a thing quite agreeable to the palate.

I saw a woman the other evening at a bridge-table explore the recesses of a beautifully simulated Cattleya orchid which she wore near the waist of an orchid-coloured chiffon velvet dinner-gown. From it she extracted a glove, handkerchief, and later a Treasury note. Much exercised in my mind, I asked her about her accommodating exotic bloom. It was simply the pretty camouflage of quite a useful little purse in which was also a latch-key. The wearer told me I could get a purse similarly camouflaged by pansies, roses, violets—almost any flower.

The New Year will, we hope, play a merry tune when it arrives, for there is going to be plenty of dancing—public as well as private. Lady Cunard's success with the Opera Ball has brought her quite a number of requests to organise more and yet more, and one was thought of for this week. Whether it will materialise or not I do not now know. Certain it is that the world has gone mad about dancing, although in Paris it was curtailed in some degree by coal shortage. Strange it is to think that Vienna, the City of the Valse, is out of it all. It seems the irony of fate that "Ichabod" might well be written on the walls of the great gay capital of Austria, for its glories have indeed departed.

We cannot call this a sugary Christmas, nor is it a buttery one. There is balm in Gilead for the kiddies, at all events. They are opportunists, and will quite forget their old friends sugar and butter in their new one, "Karo," which is a syrup that they dearly love. Fortunately, it is remarkably good for them, and they can have all they want. It is pure, wholesome, and a little of it goes a long way on a lump of bread. Also it is a most excellent sweetener in cooking, so that we can feel nobly independent of the lack of sugar if we have plenty of Karo, which any grocer will provide at 1s. 6d. for a two-pound tin. The Corn Products, Ltd., 40, Trinity Square, E.C.3, will see to it that anyone can obtain a supply from their grocer should the smallest difficulty in doing so be encountered.—A. E. L.



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She put on weight, slept all night, and was always ready for her bottle, and the most contented little girl in the world. The photograph was taken when she was 5½ months old. She then had three teeth—which she cut with no trouble—and weighed 17½ lbs. Now she is ten months old and has nine teeth and weighs 26 lbs. I cannot praise Glaxo too highly, and I shall be most glad if you will use this little appreciation if you wish. Mrs. F_____, London.”

The original of the above letter may be seen at our offices.

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INSECT ARTISANS AND THEIR WORK."

THE middle-aged entomologist who started his work before Fabre had published the results of his researches, before modern text-books, accurate and inexpensive, were within the reach of modest purses, may be forgiven for the tools he was born too soon. To-day the beginner will



THE FEET IN PLACE OF THE HANDS: HOW THE MACHINE IS WORKED BY THE STOCKINGED FEET.

The device here illustrated has been invented for the benefit of armless men. Mr. G. Thompson, the inventor, is shown writing.

[Photograph by G.P.U.]

find a trail blazed right through the country that his predecessors had to explore for themselves. Such a book as Mr. Edward Step's "Insect Artisans and Their Work" (Hutchinson) should be among the prizes at every boy's school in which any attention is given to natural history; and at the same time the library of the entomologist must needs be incomplete without it. Mr. Step is not only a close and accurate observer, but he is one of those fortunate

writers who can state what they have to say in simple, direct language that all can understand. The arrangement of his book is on popular lines—he has grouped his chosen examples "under headings borrowed from the human industries that most nearly correspond to the activities of these insect artisans." Thus we get spinners and weavers, miners, masons, paper-makers, musicians, burglars, and the rest, with closely observed accounts of their activities, and some striking illustrations—often from the author's own photographs.

Perhaps the great value of the book is its insistence upon the services that even unpopular insects render to mankind, though Mr. Step does leave us breathless now and again. For example, he writes (page 75): "Almost certainly, if a wasp was killed in our garden, it was there on a hunting expedition, and it is our garden that will suffer for our ignorant folly." Those of us who chance to possess an orchard, or even a modest measure of stone wall-fruit, may be pardoned if we believe that Mr. Step allows his enthusiasms to outrun his judgment now and again; but we are too grateful for these enthusiasms to resent them when they stray. Now and again he hits hard. Writing of *Phthirus*—the wasp that preys upon the honey-bee, he remarks,

Bee-masters who appear to be capable of knowing only one insect well regard it as the common wasp, and will tell you harrowing tales of the way in which the latter decimates the hive population." A hit—a palpable hit.

Mr. Step does not limit himself to his own observation: he quotes freely from Fabre and from Mr. and Mrs. Peckham, who have written so well on social and solitary wasps; but he always quotes with discretion, and uses quotation to heighten the interest of narrative. In short, it would not be easy to overpraise this book, which must add to the well-established reputation of its author.

THE CHRONICLE OF THE CAR.

The Lighting Laws.

The Committee appointed by the Minister of Transport to inquire into the lighting laws and regulations as they affect road vehicles is now in process of taking evidence. The A.A. has made certain very valuable suggestions regarding the changes in the law which are bound to come to pass in the near future. It is proposed that there should be one enactment dealing with the lighting of all vehicles and cattle to take the place of the various Acts and local regulations which now exist, and that no local authority should have power to make by-laws relating to such matters. That is excellent. It is absolutely anomalous that there should be a uniform law for one class of traffic only, leaving all the rest to be dealt with by local regulations. At the present moment there is uniformity, because lighting of vehicles is governed by



USING THE FEET IN PLACE OF THE HANDS: AN INVENTION FOR THE DISABLED—TAKING A MEAL.—[Photograph by G.P.U.]

Orders under the Defence of the Realm Act; but the moment these powers lapse we shall, unless the whole thing be modified in the meantime, revert to the bad old

[Continued overleaf.]

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and GOUT.

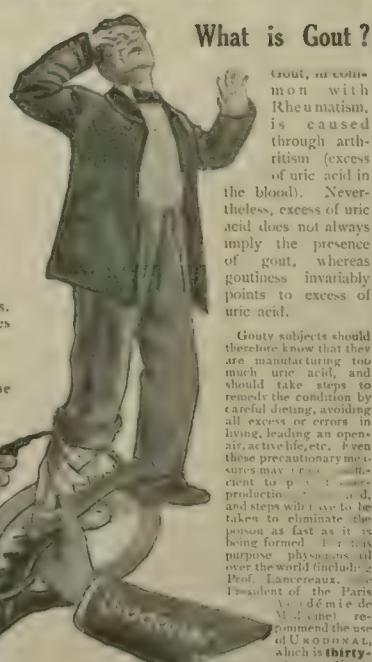
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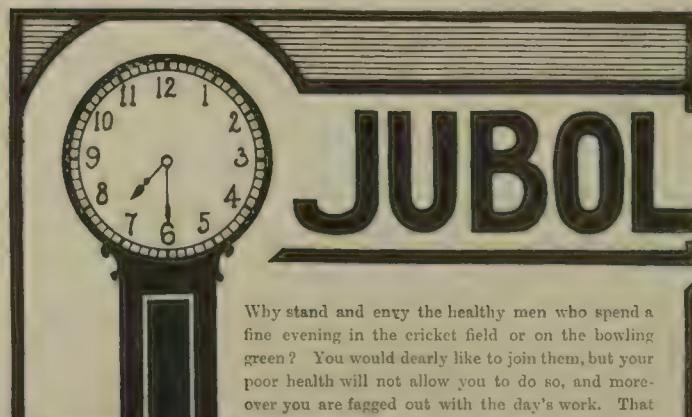


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Continued

scheme of the Lights on Vehicles Act, by virtue of which every local authority can, within certain limits, make its own regulations. The consequence of this is that in one county it is obligatory on all vehicles, except bicycles and hand-carts, to carry two lights. In the next only one is compulsory. In one district farm-wagons are entirely exempted from carrying lights during harvest time, while in another they have to be carried. That sort of thing is merely farcical, and the sooner matters are put on a uniform basis the better.

Another recommendation is that, having regard to the changed conditions created by the transition from horse-drawn to mechanically propelled vehicles, and the consequent speeding-up of traffic, all vehicles with the exception of bicycles and hand-carts should carry two front lights indicating the width of the vehicle. It is further urged that, in the interests of public safety, all vehicles should show a red light to the rear. Also that the presence of cattle, sheep, led horses, etc., on the road after dark should be indicated by efficient lamps of a distinctive character, and that the persons carrying the lamps should be required to wave them on the approach of other traffic. All these recommendations are good, though I imagine they will meet with frantic opposition from the interests affected. It is curious, but the horse-drawn vehicle owner and the farmer seem to have an ingrained dislike of legislation tending to make the highways safer for all. They still regard the motor vehicle as an interloper, and as one which has no business on the roads, which should be sacred to the older forms of traffic.

Too Brilliant Headlights. The Association agrees that, as regards the use of powerful lights, there should be some limitation, but points out that the necessity for efficient lights on country roads, or even town thoroughfares which are inadequately provided with street lamps, cannot be too strongly emphasised. This is one of the most vexed questions affecting the lighting situation. I have more than once spoken my mind pretty freely in the matter of blinding headlights, and I agree that something has got to be done. There

ought to be a limit set upon the size and power of lights; but my fear is that, if it is left for legislation to set the limit, it will be set too low, and we shall simply get out of

the maximum light on the road at a level below the line of sight of drivers of meeting vehicles. The latter would undoubtedly be better, since, however efficient the first device might be, we are always up against the driver who will not take the trouble to use it. That was, and is, the trouble with that excellent device, the "Autocipse." It is absolutely effective, but the lazy or inconsiderate driver will not be bothered to operate it. Still, there are fixed anti-dazzle devices to be had, and I suggest to the R.A.C., whose business it is to carry out such trials, that it would be a good thing to announce an exhaustive trial of these devices before the end of the present winter. Not only would existing "anti-dazzlers" be entered as a matter of course, but it would focus attention on the necessity for developing such things, and inventors would busy themselves on the problem. If the motoring interests can say to the Government, "We can show you a better way out than by reducing the power of lights below the safety limit," a great deal more good will be done than by waiting for legislation which must be restrictive and irritating.



A NEW BRITISH LIGHT CAR: THE 11.9-H.P. ALBERT AS A FOUR-SEATER.

one danger into another. I believe it should be possible to deal with the matter otherwise than by limiting the actual candle-power and size of lamps. In the case of



MOTORING IN WORCESTERSHIRE: A WOLSELEY "FIFTEEN" TOURING-CAR PASSING ARLEY CASTLE.

electronics, for example, it ought to be simple enough to devise some attachment for throwing the light out of focus when meeting traffic, or, alternatively, for throwing

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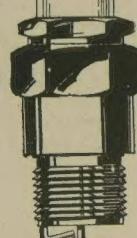
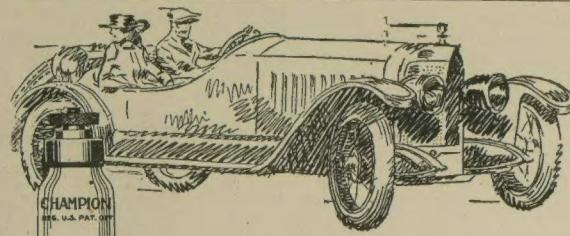
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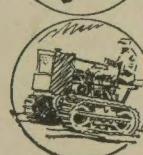
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CHESS.

To CORRESPONDENTS.—Communications for this department should be addressed to the Chess Editor, Milford Lane, Strand, W.C.

SOLUTION OF PROBLEM NO. 3826.—BY MRS. W. J. BAIRD.

WHITE BLACK
1. Kt to B 7th Any move
2. Mates accordingly.

Chess brevities have not been much in evidence during the past year, but we have noted the two following short games as worthy of our readers' attention.

CHESS IN ENGLAND.

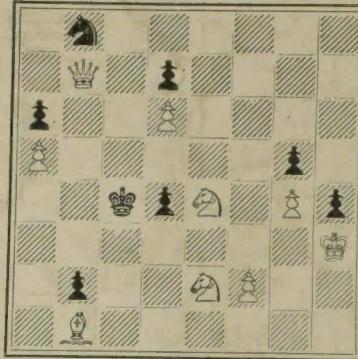
Game played in the Championship Tournament of the Bristol Chess Club, (Scotch Gambit).

WHITE	BLACK	WHITE	BLACK
1. P to K 4th	P to K 4th	12. Kt to Q 2nd	Q to Q 4th
2. Kt to B 3rd	Kt to Q B 3rd	13. Q to B 7th (ch)	K to K sq
3. P to Q 4th	P takes P	14. Q takes B (ch)	Kt takes Q
4. Kt takes P	B to B 4th	15. Kt to B 7 (ch)	K to Q sq
5. B to K 3rd	Q to B 3rd	16. Kt takes Q	Resigns.
6. Kt to K 5th	B takes B		
7. P takes B	Q to R 5th (ch)		
8. P to Kt 3rd	Q takes P		
9. Kt takes P (ch)	K to Q sq		
10. Kt takes R	Q takes R		
11. Q to Q 6th	Kt to K 2nd		

Black would have done better by playing Q to Q sq for his seventh move. After 8. — Q takes P, his game is lost. He appears to have been surprised by White's unexpected sixth move.

PROBLEM No. 3826.—BY J. W. ABBOTT.

BLACK.



WHITE.

White to play, and mate in three moves.

Game played in Section B of the First-Class Tournament of the Hastings Chess Congress between Messrs. W. Gooding and C. HAMMOND, (Queen's Gambit Declined).

WHITE (Mr. G.)	BLACK (Mr. H.)	WHITE (Mr. G.)	BLACK (Mr. H.)
1. P to Q 4th	P to Q 4th	11. R to K sq (ch) K to B sq	
2. P to Q B 4th	P to K 3rd	12. K to P 4th	P to K R 3rd
3. Kt to Q B 3rd	P to Q B 4th	13. B to K B 4th	Q to B 2nd
4. B P takes Q P K P takes P		14. B takes B	Q takes B
5. P to K 4th	P takes K	15. Q Kt to Kt 5th Q takes Q P	
6. P to Q 5th	Kt to K B 3rd	16. R to K 8 (ch) Resigns.	
7. B to K Kt 5th Q to R 4th			
8. Q to Q 2nd	Q Kt to Q 2nd		
9. Castles	B to Q 3rd		
10. P to B 3rd	P takes P		

White was clearly out-manoeuvred in the opening, but the ending is unexpected and very pretty.

King's College Hospital is issuing an appeal for funds to enable it to carry on its beneficent duties. The call should not fall on deaf ears, for the need is very great. At the present time, owing to the high cost of necessities, the expenditure is about £80,000 a year, against an annual income of £20,000. The military patients have now been evacuated, and, provided the funds can be raised, the wards they occupied will be available for the general public. Contributions should be sent to the Viscount Hambleden, King's College Hospital, Denmark Hill, S.E. 5.

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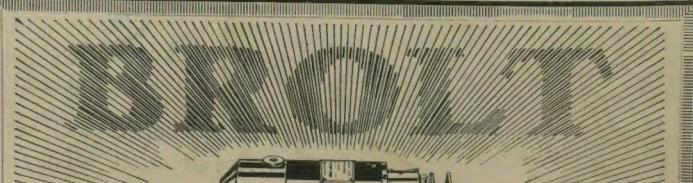
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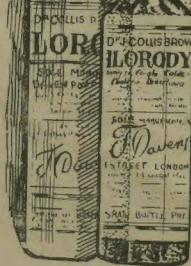
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SCIENCE JOTTINGS.

A "C 3 PEOPLE"?

IT was, of course, bound to come. After the Prime Minister's remark about the English being a "C 3 people" had been taken at its full face value, and many proposals for the improvement of the nation's physique had been put forward in the omniscient Press, the foundation for the statement began to be dispassionately examined, and was found to have cracks in it. Letters that have appeared in the papers during the current month go to show that while the 40 per cent. of rejects from the Army, of which Mr. Lloyd George complained, was a correct figure as far as the conscripted men were concerned, this did not take into account the far greater number of able-bodied men who had either volunteered earlier in the war or had obtained protection certificates for necessary work in munition and other factories. To come down to figures, if we take the nation's manhood at twelve millions, the Prime Minister's conclusions were based on the examination of rather less than two, and these, from the nature of things, pretty nearly the least fit of the whole. In other words, the cream of the nation was away, and we were asked to judge the skim as if it were milk fresh from the cow.

Subject to any answer that may be made to this argument—and none has yet appeared—no very sound estimate can be made of the physical fitness of the nation from the recruiting returns. We must therefore look to more humdrum sources of information, such as the bills of mortality, to see whether we are or are not healthier, in the largest sense of the word, than our grandfathers; and, on the whole, the prospect is reassuring. Although infant mortality is still higher than it ought to be, and in spite of the gradual disappearance of the peasant or countryman, the expectation of life is a good deal greater for adults than it was a generation ago, and goes far to counterbalance the falling-off in the birth-rate. That some of this is due to the better understanding and wider

spread of the principles of sanitation, there can be no doubt; something, too, must be credited to the higher standard of comfort and greater abundance of food among the lowest class of the population; and finally the advance of preventive medicine and increased abstinence from the abuse of alcohol have played a great part in giving us a healthier people. The man of to-day, in short, lives longer and in greater comfort, and, as the War has shown, is more capable of enduring hardship and privation than his grandfather. Is this state of things likely to be maintained in the coming generation?

As to this, a jarring note has just been struck in some letters that have lately got into the papers, and do not appear to be the outcome of either ignorance or of the desire for sensation. Several writers have pointed out that in losing—as we undoubtedly have done—the flower of our youth on the battle-field, we have left it to the least fit and the most unhealthy to become the progenitors of the future race. For this there is a good deal to be said, and it seems certain that a similar effect made itself evident in France immediately after the Napoleonic wars, when the average Frenchman was markedly smaller and weaker than his contemporaries among more favoured nations, such as our own. Against this it may be urged that the recuperative power of nature soon reasserts itself, and no one who has watched year by year up to 1914 (as did the present writer) the yearly reviews on the 4th of July could doubt that, at the outbreak of the present war, the Frenchman had more than recovered the tall stature and the high muscular and nervous energy of his forefathers. While, therefore, we must expect a certain falling-off in the physique of the children born between, say, 1914 and thirty years hence, we may be fairly confident that, given the maintenance of the present standard of living and the absence of any great epidemic, at the end of that time the English race will return to its pre-war standard of physical fitness.

This, however, is not all the risk. An anonymous writer, who seems to have had the benefit of some scientific

training, has lately been much exercised as to the effect of the industrial employment of women on the future of the race. His position is that, as the female cell is, he says, quiescent, and the female organism is therefore intended by Nature for a quiet life, anything that leads to the increase of work and worry among the females of our species must necessarily entail the birth of an increasing number of defectives. To this it may be answered that in those countries where women do a great part of the work in the fields—that is to say, in a good deal more than half Europe—the women bring forth children at least as robust as do their sisters in lands where they lead a more sheltered and less strenuous life, and that worry is by no means confined to those who labour with their hands alone. No one, moreover, who compares the outward appearance of the young woman of the present day with that of her sister of a generation ago, can fail to acknowledge that she is better set up, less delicate, and better fitted for the struggle of life than her mother or grandmother, and that neither manual labour in factories or on the land, nor the not very exhausting demands on her brain power made by employment in Government or other offices, has done anything but improve her physique. We may therefore hope that, given the avoidance of any national catastrophe, we may, in a period which in the life of a nation is short enough, recover from the effects of the war and wipe away the reproach—probably even now undeserved—of being a "C 3 people."—F. L.

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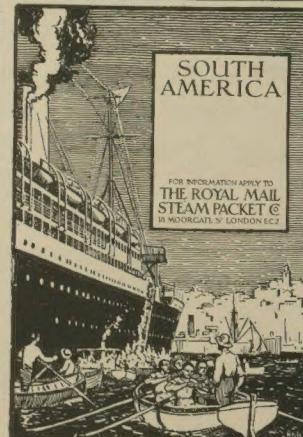
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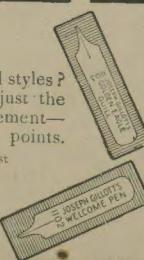
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